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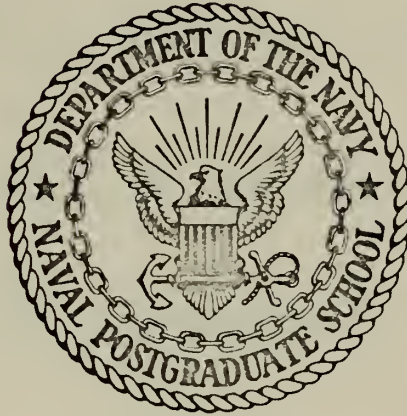
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AN EVALUATION OF THE LONGITUDINAL DYNAMIC
STABILITY OF AN AIRCRAFT AT STALL

John Thomas Frederiksen

NAVAL POSTGRADUATE SCHOOL

Monterey, California



THESIS

AN EVALUATION OF THE LONGITUDINAL DYNAMIC
STABILITY OF AN AIRCRAFT AT STALL

by

John Thomas Frederiksen

Thesis Advisor:

L. V. Schmidt

June 1972

Approved for public release; distribution unlimited.

An Evaluation of the Longitudinal Dynamic Stability
of an Aircraft at Stall

by

John Thomas Frederiksen
Lieutenant, United States Navy
B.S., United States Naval Academy, 1966

Submitted in partial fulfillment of the
requirements for the degree of

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from the

NAVAL POSTGRADUATE SCHOOL
June 1972

ABSTRACT

The longitudinal stability of an aircraft at or near stall was examined using the digital computer as an experimental tool to solve the longitudinal equations of motion. A linear analysis determined the effect of lift curve slope variation. An investigation was made to identify the non-linear lift curve variations needed to create the often observed "rocking-chair" or "porpoising" stall trait. The characteristics of this limit-cycle oscillation were examined.

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TABLE OF SYMBOLS

C_D	Drag Coefficient	
C_L	Lift Coefficient	
$C_{L\alpha}$	Lift Coefficient derivative for angle of attack	per radian
$C_{L \max}$	Maximum attainable Lift Coefficient	
C_m	Pitching Moment Coefficient	
$C_{m\alpha}$	Pitching Moment Coefficient derivative for angle of attack	per radian
$C_{x\dot{\alpha}}$	Aerodynamic Force Coefficient derivative for angle of attack rate	per radia per second
ΔC_L	Change in Lift Coefficient on the Lift Curve	
t	Time	seconds
u	Aircraft velocity in x direction	feet per second
V	Aircraft resultant velocity	feet per second
w	Aircraft velocity in z direction	feet per second
α	Angle of Attack	radians
δ_e	Elevator deflection	radians
λ	Root of the characteristic equation	per second
ω_n	Undamped natural frequency	radians per seconds
θ	Pitch Angle	radians
$\dot{\theta}$	Pitch Angle rate of change with time	radians per second
ξ	Damping ratio	

ACKNOWLEDGMENTS

The author wishes to thank Professor Louis V. Schmidt, Professor of Aeronautics at the Naval Postgraduate School, for his guidance and support as thesis advisor. The author would also like to express his appreciation to Lieutenant Carlton W. Saul for his assistance in the preparation of the computer program used in this thesis.

I. INTRODUCTION

Federal and military aviation requirements stipulate that all aircraft possess stalling characteristics which comply with established criteria. The Federal Aviation Regulations, Part 23 of "Airworthiness Standards" state, in part, that "acceptable stalling characteristics be demonstrated...in straight flight with wings level...where the primary control manipulation is a steady progressive upward movement of the elevator until the aircraft is stalled." A desirable stall characteristic in a longitudinal sense would include a small but distinguishable drop in the nose of the aircraft, which can not be overridden by the pilot. Also, if the elevator control were eased forward, the aircraft should promptly return to unstalled flight.

The exact definition of aircraft stall will differ among the pilot, wing design specialist, stability and control expert, and all others who will have their own interpretation. Highly sweptwinged, supersonic aircraft have discredited the idea of flow separation, $C_{L \max}$, and a stable nose-down pitching moment all occurring simultaneously. The Federal Aviation Regulations, Part 25, defines the calibrated stalling speed for a civil air transport as "...the minimum steady speed, in knots, at which the aircraft is controllable..." For the purpose of this treatise, stall may be described as the condition when flow breakdown, primarily over the main wing, causes significant nonlinear effects in the moment and lift

characteristics. The effect of an asymmetric flow condition leading to wing drop will not be considered, since only the longitudinal stability traits are being analyzed.

A considerable amount of literature is available on the subject of aircraft static stability at stall, and it describes the aircraft's initial tendencies, or stall characteristics. Some literature is available concerning dynamic stability at deep stall, or large angles of attack. There is, however, very little treatment of airplane dynamics in the area of $C_{L \max}$, of post-stall time histories in that narrow region of the stall break, or of the oscillations that might occur.

Most pilots with any degree of proficiency have experienced a "rocking-chair" or "porpoising" type of stall where, with constant elevator control, the aircraft's nose oscillates vertically about some point as the wing stalls, recovers, rotates back up into the stall, and so on. It was the purpose of this study, therefore, to numerically investigate the mechanism required to create this type of limit-cycle, or possibly divergent, rocking-chair motion, using the complete set of aircraft equations of motion, and to attempt to describe the major factors influencing this phenomenon.

Because of time considerations and the availability of data, this study was limited to only the longitudinal stability, with no roll, yaw, or coupling considered, of a small, straight-winged jet aircraft with zero thrust. All computations were accomplished at the W.R. Church Computer

Center, Naval Postgraduate School, Monterey, California, using the IBM 360/67 digital system and standard FORTRAN language. The study was accomplished during the period September 1971 through June 1972.

II. AIRCRAFT MODEL AND ASSUMPTIONS

The input data used in this study were those for an F-94 Aircraft obtained from Ref. 1. The aircraft is a straight-winged, tandem-seated, single-engine jet, with the center of gravity positioned well within the fore and aft limits. A zero thrust landing configuration at sea level on a standard day exists throughout this analysis. The aircraft has basically linear aerodynamic characteristics except for lift, drag and pitching moment coefficients, which are all functions of angle of attack. Terms relating to such variables as elevator control effectiveness and pitch and angle of attack damping are also assumed to be linear. The aircraft was considered stick-fixed, with the elevator being the only means of longitudinal control and trim. The case of pitch-up at stall was neglected. Figure 1 shows the aircraft axis system and the related variables.

III. DISCUSSION AND RESULTS

Static longitudinal stability may be considered as the tendency of the aircraft to return to static equilibrium, while dynamic longitudinal stability considers the resulting aircraft motion as a function of time. The existence of static stability does not necessarily intimate the existence

of dynamic stability. However, the existence of asymptotic dynamic stability in the sense of Lyapunov (Ref. 4) implies static stability.

The factors influencing aircraft stability at a stalled condition must be known in order to predict or create an instability. The airplane has six degrees of freedom: rotation in roll, pitch and yaw, and translation in the horizontal, vertical and lateral directions. The principal variables in the longitudinal motion are:

- (1) the pitch attitude of the airplane,
- (2) the angle of attack,
- (3) the flight velocity.

The equations of motion describing the longitudinal motion of the aircraft are found in Ref. 2. These equations are ordinary nonlinear differential equations in five variables, with time as the independent variable. A complete derivation of the equations and their application to the problem of aircraft stall may be found in Ref. 3.

To perform a sensitivity analysis on the stability derivatives near stall, the equations were simplified by assuming a constant elevator position and a horizontal initial flight path. Reference 2, Chapter 6, reduces the equations to three homogeneous algebraic equations in the unknowns u , α , and θ . By setting the determinant of the coefficients equal to zero, the roots, λ , of the characteristic equation may be found. Expansion of this "stability determinant" results in a quartic equation for λ of the form:

$$A\lambda^4 + B\lambda^3 + C\lambda^2 + D\lambda + E = 0$$

The solution of this equation results in two pairs of complex conjugate roots. These roots may be expressed either in non-dimensional time or real time, with our interest focusing on ξ , the damping ratio, and ω_n , the natural frequency. These numbers are easily calculated along with the resulting period of oscillation. For a dynamically stable aircraft, the real part of all of the roots must be negative; that is, the damping ratio is positive. An instability results if any of the damping terms are negative.

Upon analysis of the equations of motion, the only stability derivatives making a significant contribution to stability were: $C_{L\alpha}$, $C_{m\alpha}$, and $C_{x\dot{\alpha}}$. By varying these parameters and observing the damping ratios of the resulting roots of the stability determinant, a feel for the important factors in aircraft stability may be developed.

Only two stability derivatives are of sufficient magnitude to contribute to dynamic stability. The first of these is $C_{m\alpha}$, the static stability derivative. As $C_{m\alpha}$ becomes positive, the aircraft becomes statically unstable. This condition will not be considered since most aircraft demonstrate positive static stability through the stall, and dynamic stability is of concern here. The second stability derivative of concern is $C_{L\alpha}$, the lift curve slope. The results of varying lift curve slope are shown in Table 1.

The aircraft demonstrates dynamic stability when $C_{L\alpha}$ is positive, zero or slightly negative. When the lift curve slope reaches approximately -5.0, one pair of the roots of the characteristic equation has a positive real part which indicates aircraft instability. The instability remains as the lift curve slope is increased negatively (c.f., Fig. 2), A negative slope of the lift curve could occur after the maximum lift is reached in the area of stall, or in the case of a sharp stall break occurring locally.

It must be noted at this point that only the short period motion was affected by this analysis. One would expect to find, therefore, that the aircraft has a stable long period or phugoid mode, but is unstable in angle of attack, pitch angle and normal acceleration (g's), with the velocity remaining relatively constant as is characteristic of the short period mode.

The computer program used to mathematically "fly" the aircraft is discussed at length in Ref. 3. Basically, there are four variables affecting the longitudinal motion: the resultant aircraft velocity, V , the pitch angle, θ , the rate of change of pitch angle, $\dot{\theta}$, and the angle of attack, α . All are functions of time, t . The rate of change of angle of attack is considered small and is neglected. Five differential equations were used to describe the longitudinal motion, the fifth occurring by resolving the resultant aircraft velocity, V , into its components, u and w , in the x and z directions, respectively. The equations were solved by a fourth-order Runge-Kutta integration scheme. Input data

consist of the aircraft parameters such as wing area, moments of inertia, thrust coefficient, air density, etc., and a table of data with aircraft lift, drag and pitching moment coefficients as functions of angle of attack. These input values remain constant throughout any maneuvering the aircraft is required to perform. The only initial conditions read into the program are the aircraft gross weight, desired angle of attack and angle of pitch at trim.

Subroutine SPLIN1 calculates the value of C_L , C_D and C_m for the angle of attack specified from the data table by interpolation using a cubic curve-fitting scheme. Subroutine TRIM uses these data for a calculation of the corresponding velocities, elevator angle and thrust using the force and moment equations at static equilibrium. These calculated data are subsequently used as the initial conditions to start the Runge-Kutta integration scheme. Aircraft maneuvering and trim is performed by logic statements controlling elevator angle. Appendix C presents the entire computer program.

The effect of a large negative value of lift curve slope ($C_{L\alpha} = -10.0$ per radian) beyond the stall was numerically introduced in the table look-up data for angles of attack greater than 0.4084 radians. Angles of attack less than this corresponded to the basic airplane situation as shown in Figure 3a. For angles of attack greater than this value, the lift curve slope was linear with a negative slope of -10.0 per radian. This type of drop-off in lift coefficient is not unlike that encountered in wing leading edge flow separation or stall.

The aircraft was flown (numerically on the computer) at an initial trim condition of $\alpha = 0.4083$ radians (very near $C_{L \max}$), $\theta = 0.0989$ radians, and a gross weight of 12,359 lbs. for three seconds. Then a trailing-edge-up elevator impulse (back stick) of 0.50 degrees (0.008725 radians) was inserted for 0.05 seconds. The resulting time histories show the aircraft to exhibit divergent oscillations, as predicted in Fig 2, in angle of attack, pitch angle, and lift coefficient. The aircraft velocity also shows divergence, although the amplitude was very small compared with the other parameters, thus confirming the short period tendencies.

The case of stall with a smooth lift curve as defined by Fig. 3a was investigated. Aircraft time histories with the same initial conditions are shown in Figures 3b through 3e. This type of lift curve is typical of a wing trailing edge flow separation or stall. The maximum negative slope reached was $C_{L\alpha} = -2.0$. The damping ratio for this case was positive, with negative real parts for the roots of the characteristic equation, indicating an asymptotic type of dynamic stability in the sense of Lyapunov, with a dying out of the oscillatory motion to a static equilibrium condition. Mathematically, the aircraft model and the program used to manipulate it have demonstrated both dynamic stability and instability in the region of stall based on the slope of the lift curve at angles of attack beyond that corresponding to maximum lift.

The problem of "rocking-chair" stall would indicate a limit-cycle type of oscillation. Reference 4 describes a

limit cycle as a nonlinear oscillation..."due to the presence of nonlinear terms in the differential equation." A stable limit cycle is characterized as being a unique closed curve in the phase plane, to which all other nonclosed trajectories approach in the form of spirals winding onto the limit cycle. It is a self-sustained oscillation, independent of the initial conditions. The differential equations governing the longitudinal motion are nonlinear as well as the lift, drag and moment coefficients being functions of angle of attack. With an instability in the system at static equilibrium due to the negative lift curve slope, it is possible for a limit cycle to exist.

To prevent an oscillatory divergence as shown previously, the instability was bounded by a stable lift curve slope. It may be likened to a reverse relay in a nonlinear control system. For simplicity in programming, a vertical (or infinite) lift curve slope was used locally. This allows the original lift curve table look-up data to be used and a simple logic statement decreases the interpolated value of lift coefficient by an amount ΔC_L if the angle of attack were greater than a specified amount. Appendix D shows the function subprogram F1 and the subroutine TRIM modified from Appendix C, each by only one statement. Figure 4 shows the resulting lift curve generated by this modification.

Using the same initial conditions from the previous two runs, the same 1/2-degree elevator impulse at three seconds, and changing only the lift curve to that in Fig. 4, a limit cycle oscillation, or "rocking-chair" stall was generated.

The ΔC_L used was 0.050. Figures 5b through 5e show lift coefficient, angle of attack, pitch angle and velocity as functions of time. The small elevator impulse begins an oscillation which grows to a maximum amplitude for the duration of the flight time. Figure 5a shows the phase plane plot of pitch angle (θ) versus pitch rate ($\dot{\theta}$). The curve winds onto a closed path trajectory, indicative of a limit cycle.

Amplitude of the limit cycle oscillation could be controlled by the magnitude of the ΔC_L on the lift curve. If ΔC_L were reduced by one-half, from 0.050 to 0.025, the peak amplitude of the oscillation would be halved. Conversely, if ΔC_L were doubled to 0.10, the amplitude of the limit cycle would be doubled. The period was not noticeably affected. Figure 6 shows the time history of the pitch angle for varied ΔC_L values. The initial conditions and elevator impulse remains the same as for previous runs.

The magnitude of the elevator impulse had little effect on the limit cycle oscillation. Figure 7 shows the time histories of pitch angle for impulses of 0.05 degrees and 2.0 degrees. The amplitude and period of the limit cycle remain the same. The only change was within the first fifteen to twenty seconds of flight time when the phugoid mode influenced the motion. After the phugoid has sufficiently subsided, the limit cycle motion is analagous to that previously encountered.

To further demonstrate the character of the limit cycle and its independence of initial conditions, the aircraft must damp to a constant amplitude if the initial oscillation were

greater than that for the limit cycle. Figure 8 shows the resulting time histories for an aircraft trimmed initially at an angle of attack equal to 0.250 radians, well below the stall region. An up elevator (back stick) ramp input was inserted and held at a new elevator setting corresponding to a trim condition close to stall. Since the aircraft seeks the trim condition for the elevator angle prescribed, the final elevator angle must lie in a region analagous to the elevator angle for trim at stall or wherever the instability occurs. Because of the rapid change in elevator angle, the initial magnitude of the oscillation was approximately three times that for the limit cycle. This disturbance also introduced a large amount of phugoid motion in angle of attack and pitch angle as the entire limit cycle was oscillating with a long period movement superimposed upon the short period behavior.

A ramp elevator input produced the same limit cycle. Figure 9 shows the time histories for the aircraft initially trimmed at an angle of attack equal to 0.400 radians. After three seconds, the elevator was deflected at a constant rate of one degree per second for 0.30 seconds, and then held constant. Again, the final elevator angle is in the region of the elevator angle for trim near stall.

Figure 10 shows the aircraft trimmed at an angle of attack well into the stall region ($\alpha = 0.4150$ radians). Down elevator (forward stick) was inserted, by a step input, to an elevator angle near that for the stall region. The aircraft pitched down and the oscillation grew to the limit cycle.

In summary, the mathematical model used in this analysis has created the desired limit cycle situation. The limit cycle is shown to be independent of the initial conditions by oscillations both decaying and growing to a stable trajectory for the state variables. It is self-sustained as shown when a small impulse is inserted for 0.05 seconds and then removed. The phase plane shows a closed path trajectory, characteristic of a limit cycle. It must be noted that the actual numbers calculated are not of prime importance, rather the ability to simulate a known flight characteristic by proper aerodynamic nonlinearities was considered valuable. The computer program could be used for any aircraft with the proper data available, whether from the wind tunnel, calculated data, or actual flight test.

IV. CONCLUSIONS

For a multi-degree of freedom system that is nonlinear in its forcing function terms due to position, and has linear damping, it is possible to obtain a limit cycle type of oscillation in the system's state variables. The governing factor in the dynamic stability of the aircraft model was the slope of the lift curve. When this slope became -5.0 or less, the aircraft was dynamically unstable in the region of stall. A sharp drop in lift coefficient just after reaching $C_{L \max}$ produced this effect. This type of stall is characteristic of leading edge flow separation or stall.

To produce a limit cycle motion or "rocking-chair" type of stall, the unstable portion of the lift curve must be

bounded by a stable portion on each side. With this type of lift curve it is possible to create a limit cycle oscillation in the state variables: angle of attack, pitch angle and, to some degree, velocity. The frequency and the characteristics of this oscillation were analagous to that of short period motion, which was predicted by analyzing the roots of the equations of motion.

Since the aircraft is programmed to seek a trim condition at the elevator angle specified, the final elevator angle, after manipulation, must be close to that for trimmed flight in the region of maximum lift. Various types of elevator movement such as impulse, ramp, step, and forward stick produced the desired limit cycle. The resulting oscillation was independent of the initial conditions imposed, and demonstrated both a growing and damping oscillation to the same amplitude.

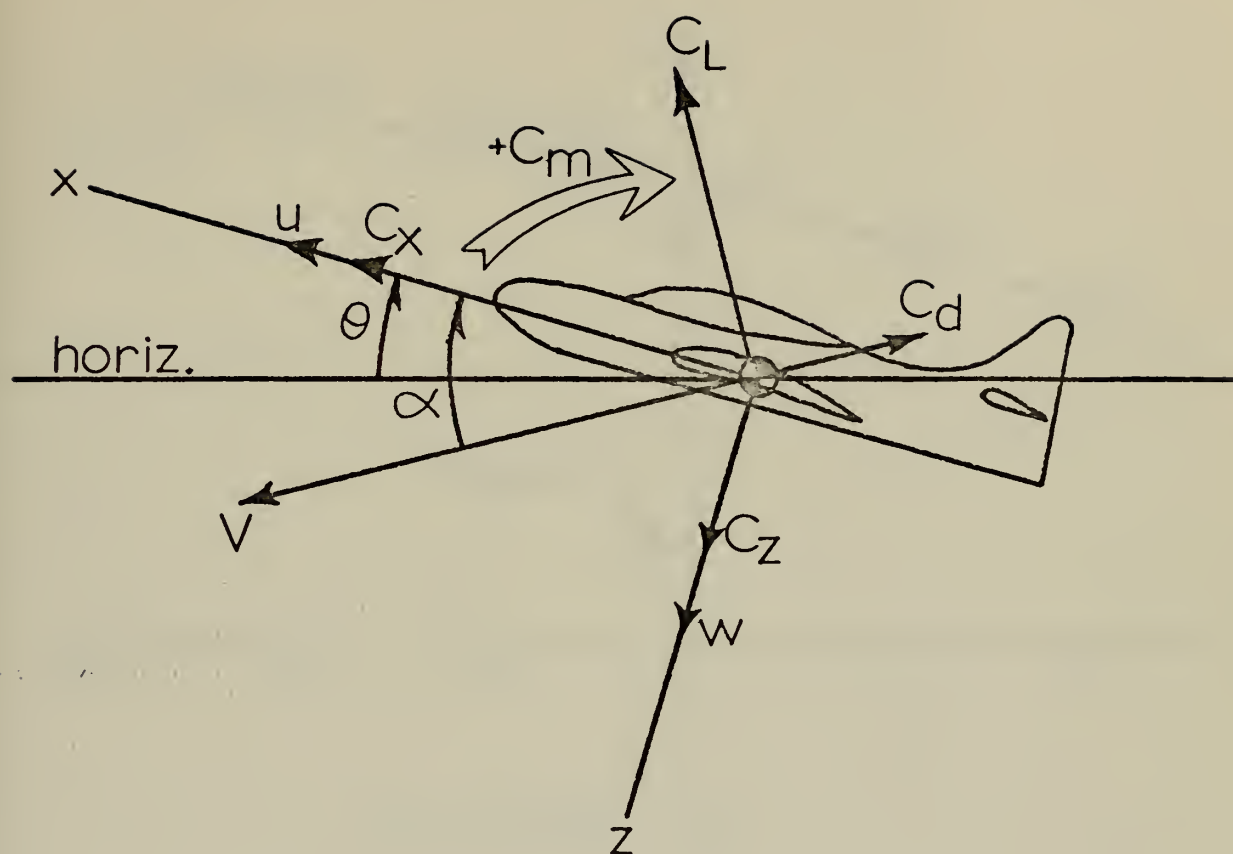
The limit cycle amplitude depended directly on the length of the unstable portion of the lift curve. If ΔC_L were doubled, the amplitude would be doubled. This numerical experiment provided enough clues to encourage subsequent studies for analytic solutions in this area and possibly related topics such as post stall-gyrations, lateral and directional movement, and spins.

TABLE I

CHARACTERISTIC EQUATION ROOTS

$C_{L\alpha}$	Short Peroid		Phugoid		Roots	
	ξ	T (sec)	ξ	T (sec)	Real Part (per sec)	Imag. Part (per sec)
5.27	0.4766	5.932	0.1995	27.100	-0.5742	1.0593
0.0	0.2479	6.094	0.1831	23.858	-0.0472	0.2318
-0.50	0.2229	6.141	0.1830	23.530	-0.2638	1.0310
-2.50	0.1139	6.395	0.1870	22.186	-0.0491	0.2634
-5.00	-0.0496	6.913	0.2085	20.507	-0.2339	1.0232
-7.50	-0.2555	7.747	0.2593	19.143	-0.0497	0.2670
-10.00	-0.4933	9.092	0.3325	18.565	-0.1126	0.9825
-15.00	-0.9543	27.295	0.4586	19.103	-0.0539	0.2832
-20.00	-1.0000	0.0	0.5406	20.245	0.0452	0.9089
-25.00	-1.0000	0.0	0.5974	21.453	-0.0653	0.3064
					0.2143	0.8110
					-0.8811	0.3282
					0.3919	0.6911
					-0.1193	0.3384
					0.7350	0.2302
					-0.1697	0.3289
					1.7794	0.0
					-0.1995	0.3104
					2.4936	0.0
					-0.2182	0.2929

$C_{m\alpha}$ was held constant at -0.5730 per radian



COORDINATE TRANSFORMATION

$$\begin{Bmatrix} C_z \\ C_x \end{Bmatrix} = \begin{bmatrix} -\cos \alpha & -\sin \alpha \\ \sin \alpha & -\cos \alpha \end{bmatrix} \begin{Bmatrix} C_L \\ C_d \end{Bmatrix}$$

FIGURE 1. AIRCRAFT AXIS SYSTEM

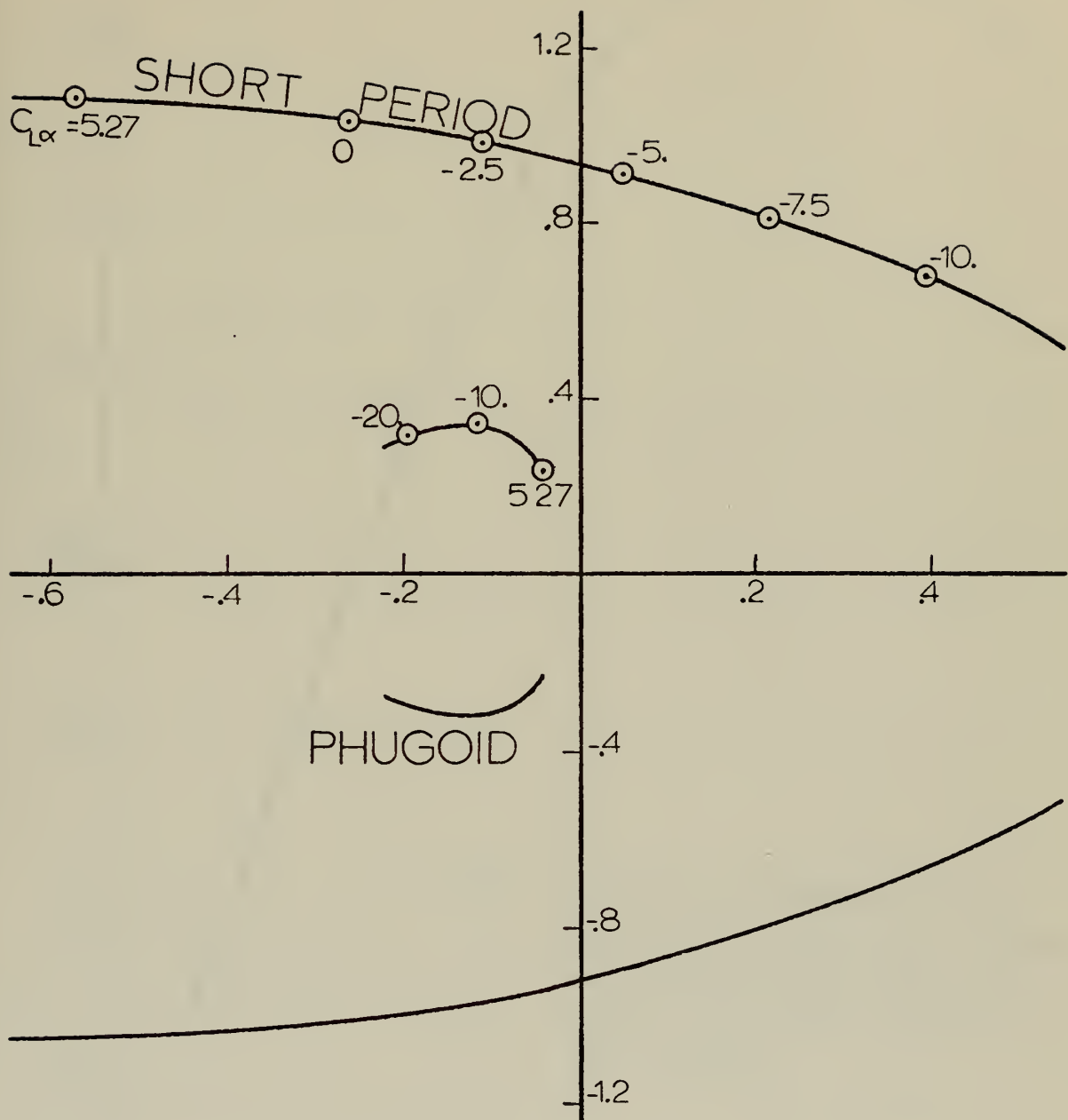


FIGURE 2.

ROOT LOCUS PLOT, VARYING $C_L \alpha$

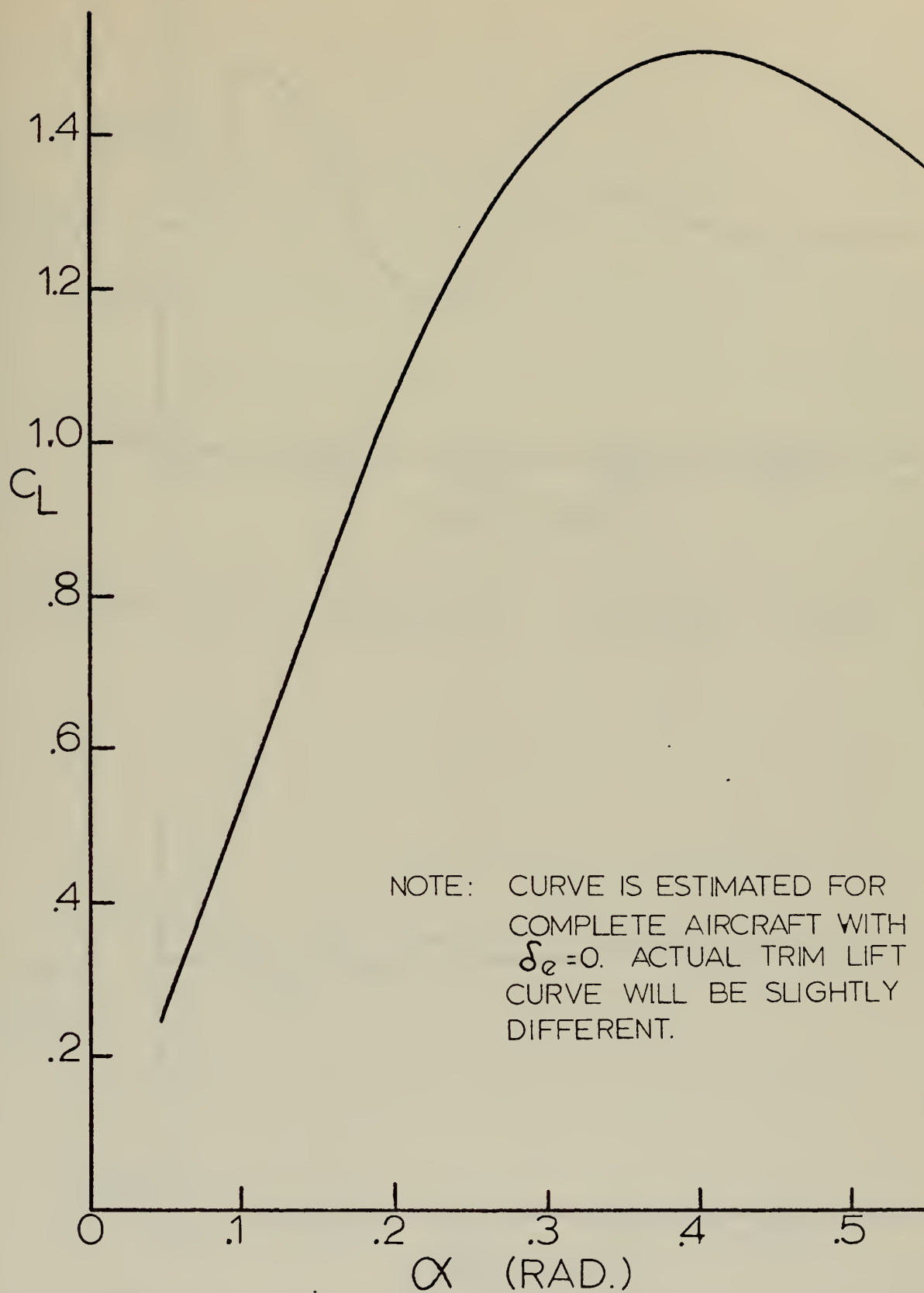


FIGURE 3a.

C_L VERSUS α

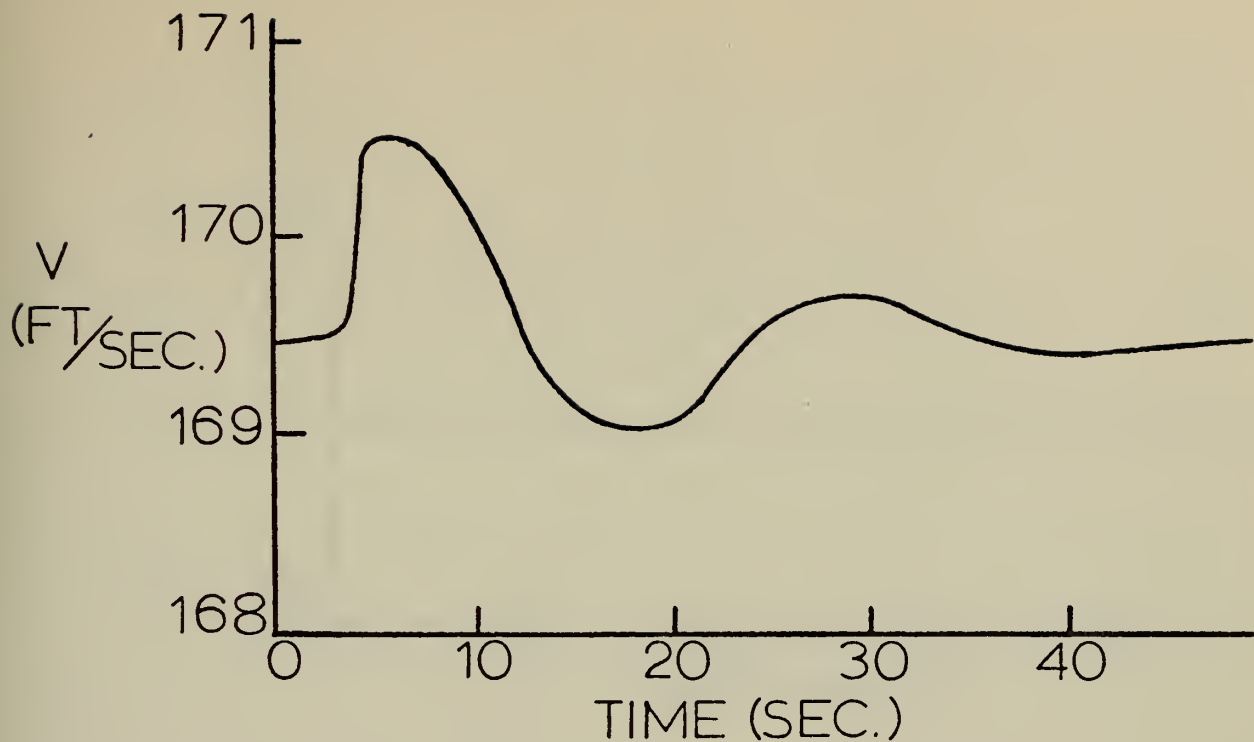


FIGURE 3b. VELOCITY VERSUS TIME

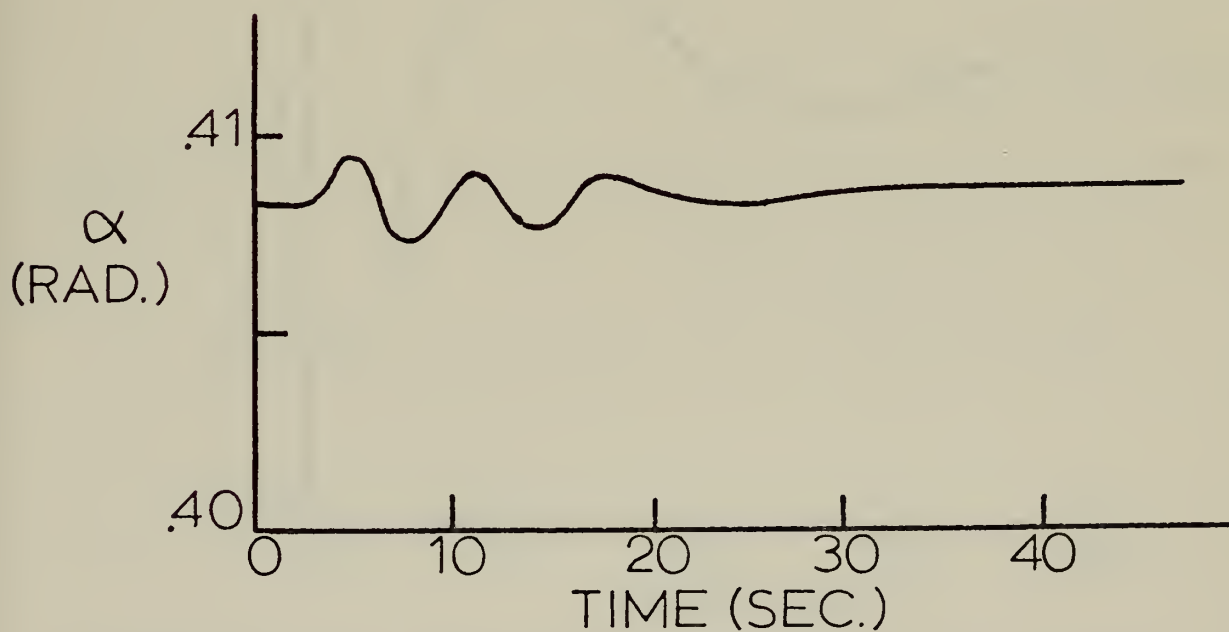


FIGURE 3c. ANGLE OF ATTACK VS. TIME

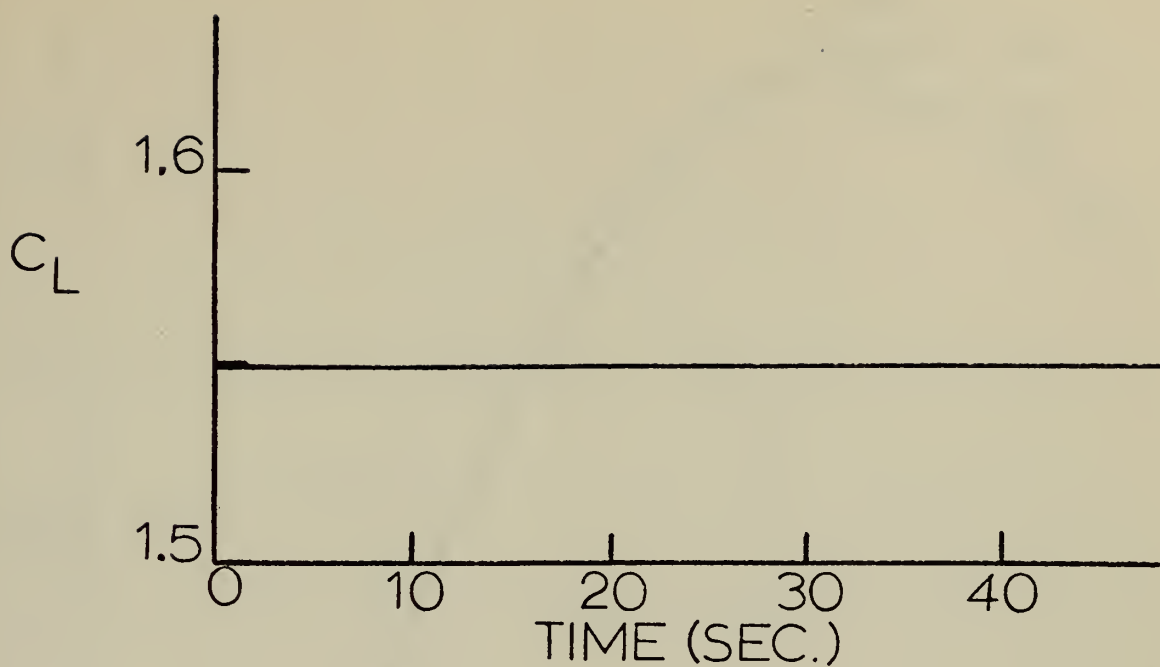


FIGURE 3d. LIFT COEFFICIENT VS. TIME

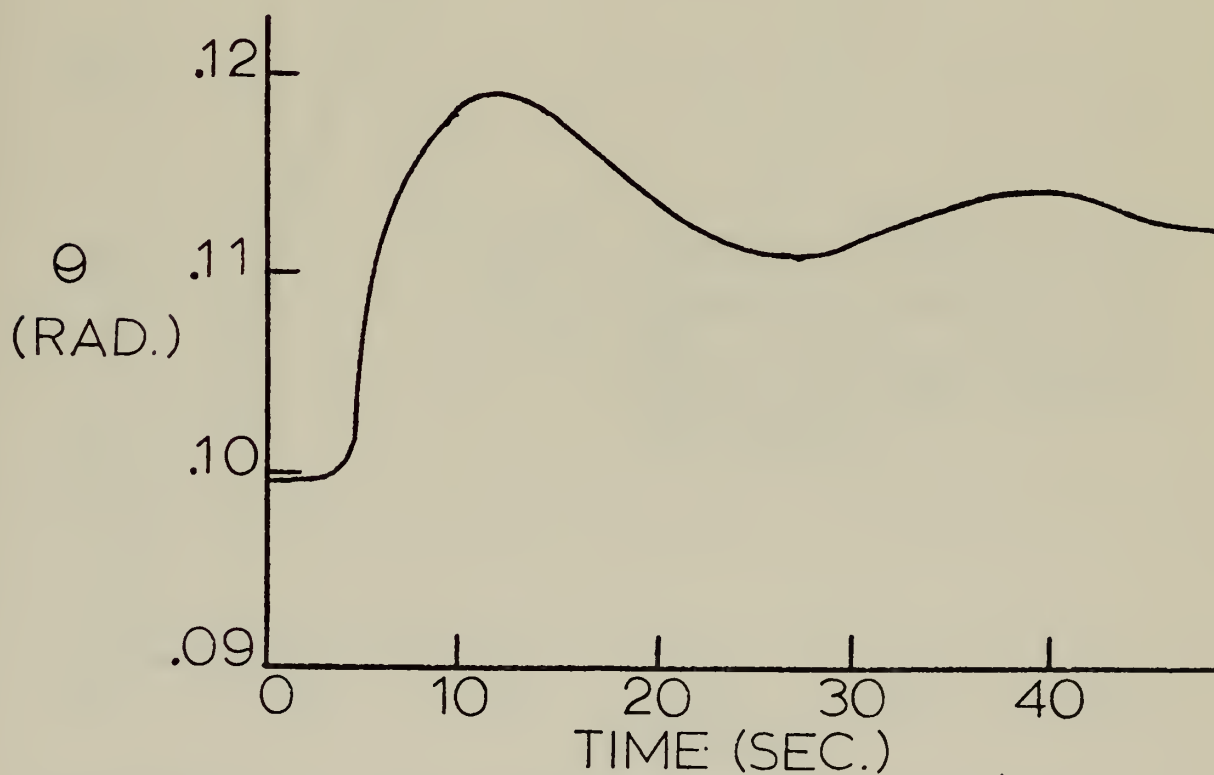


FIGURE 3e. PITCH ANGLE VS. TIME

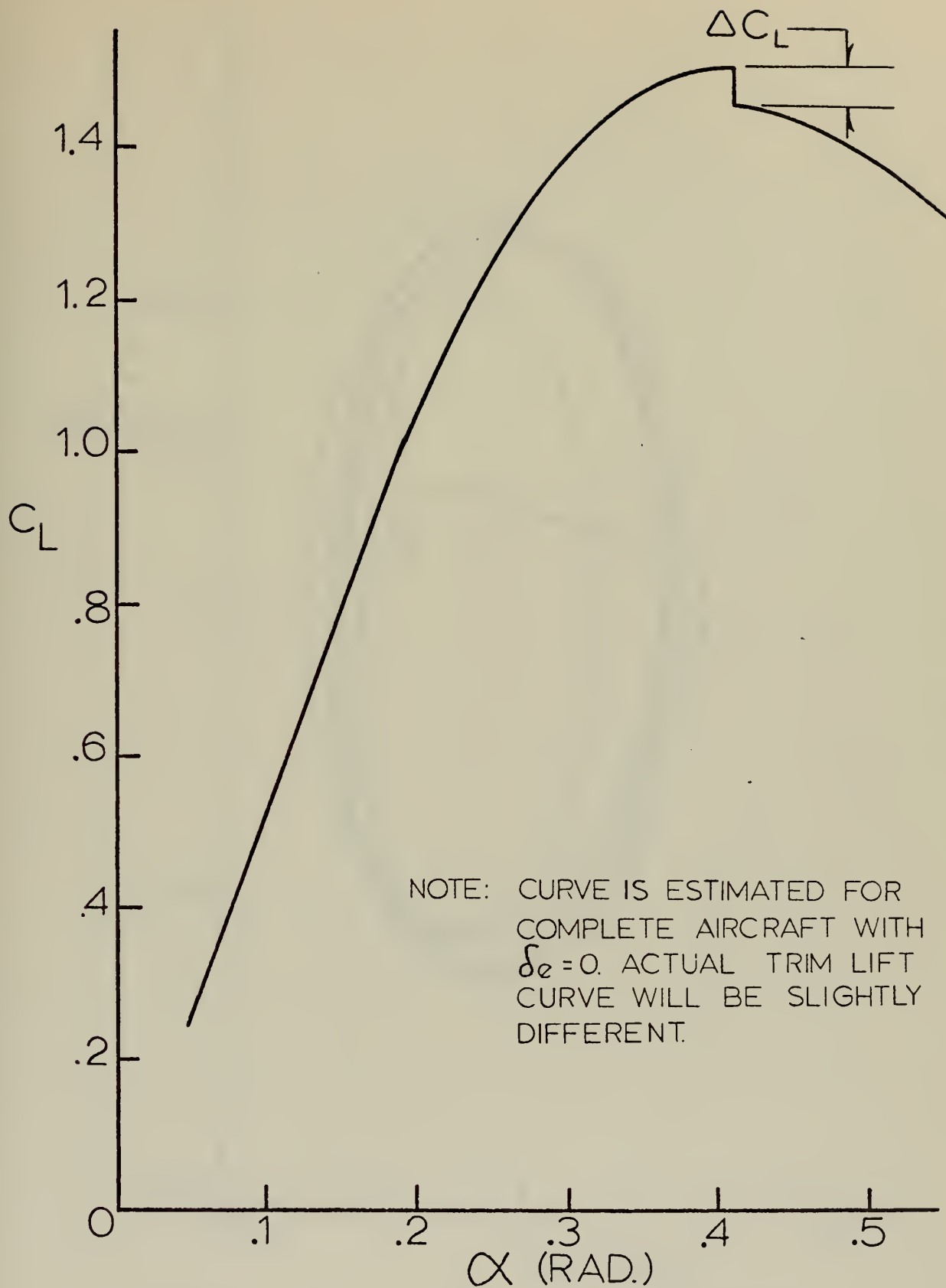


FIGURE 4.

C_L VERSUS α

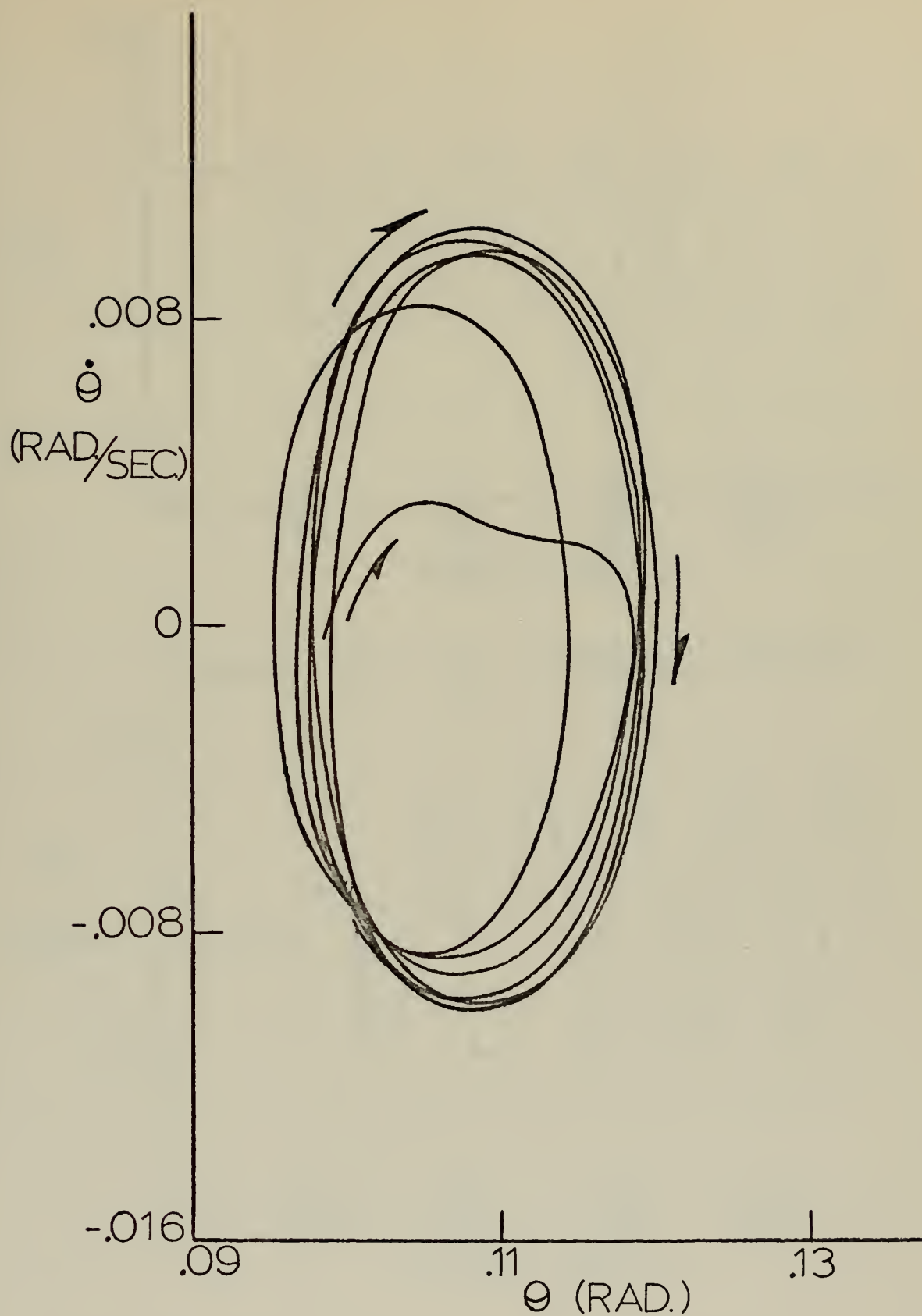


FIGURE 5a. PHASE PLANE

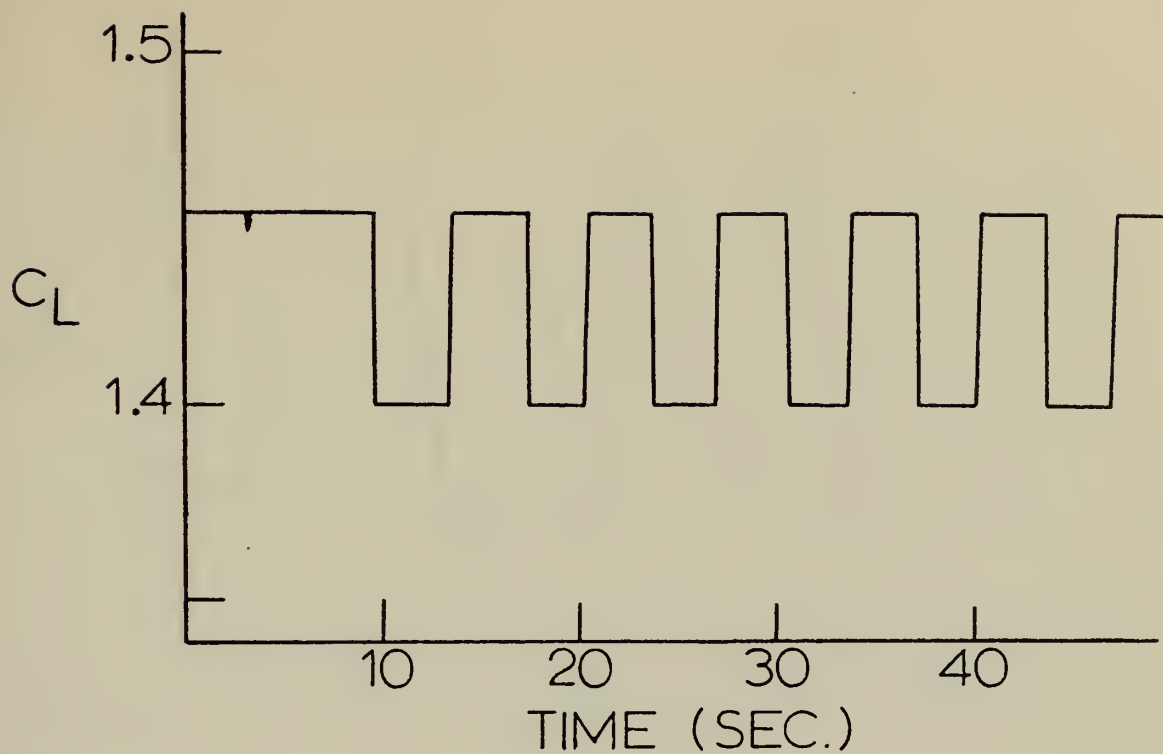


FIGURE 5b. C_L VERSUS TIME

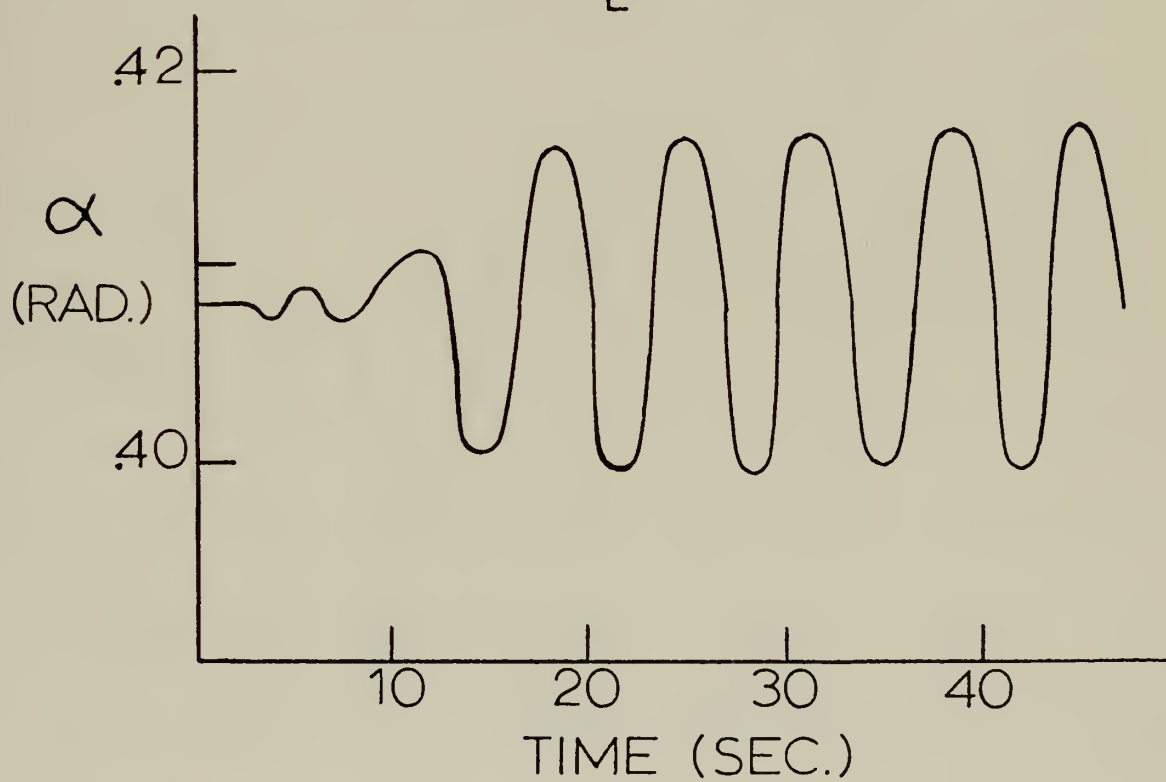


FIGURE 5c. ANGLE of ATTACK VS. TIME

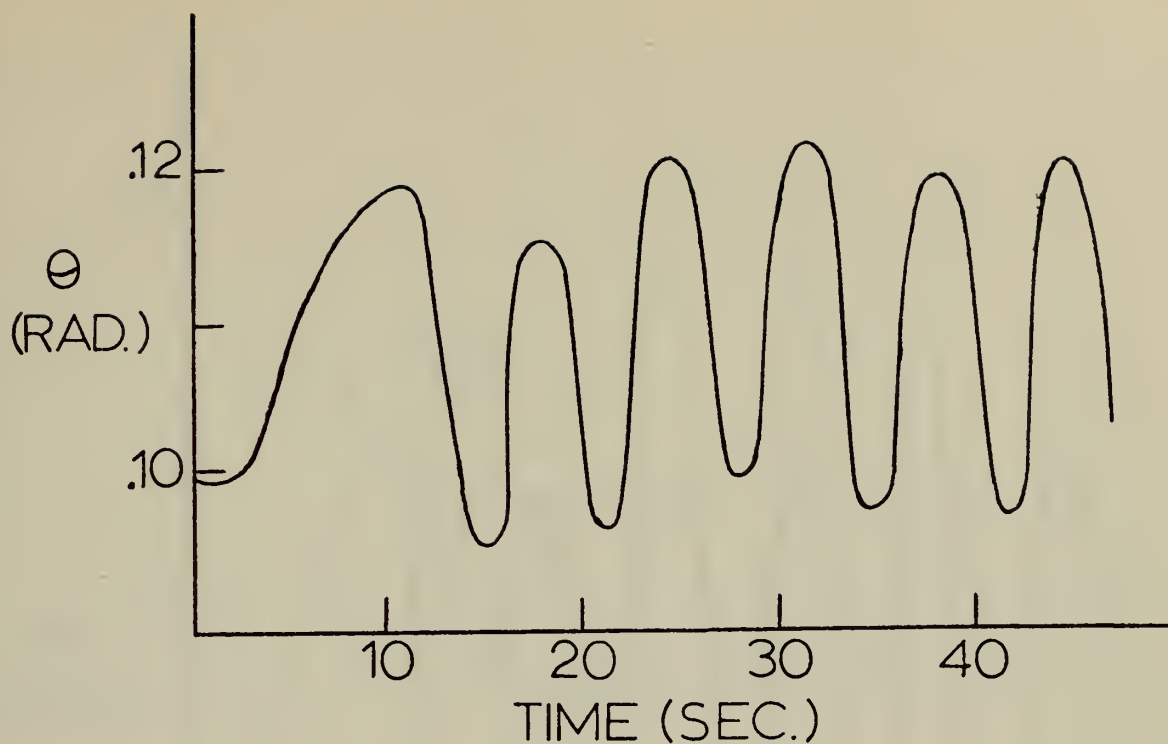


FIGURE 5d. PITCH ANGLE VERSUS TIME

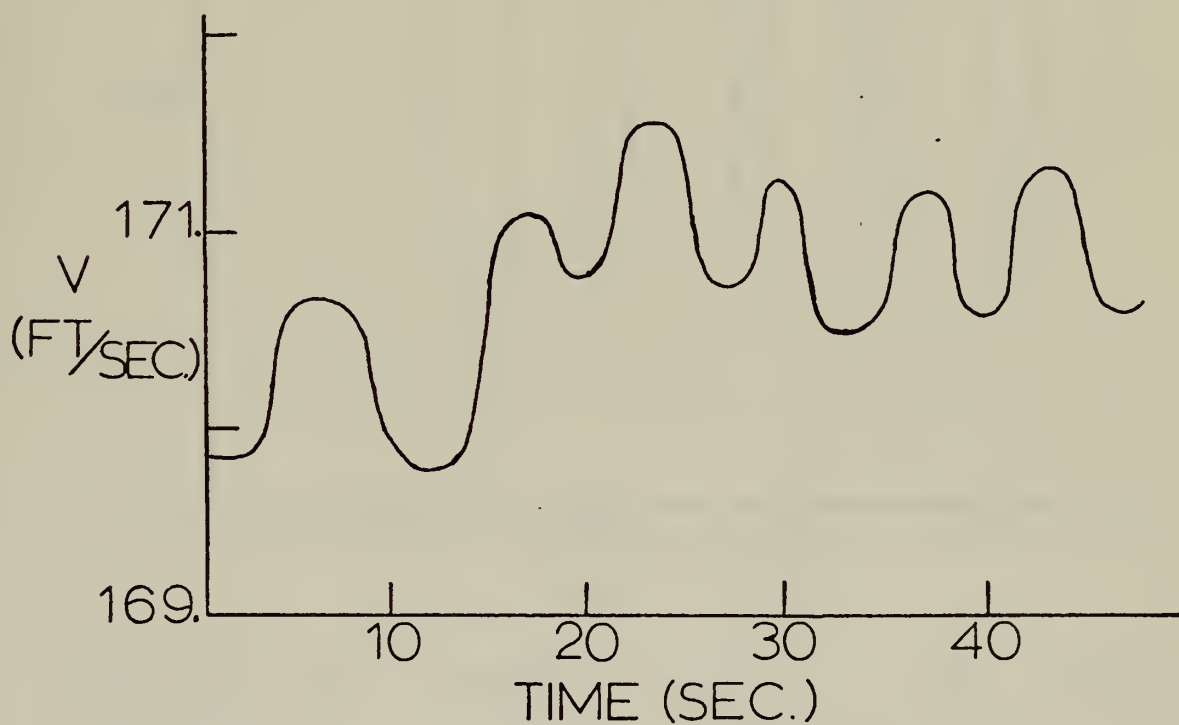


FIGURE 5e. VELOCITY VERSUS TIME

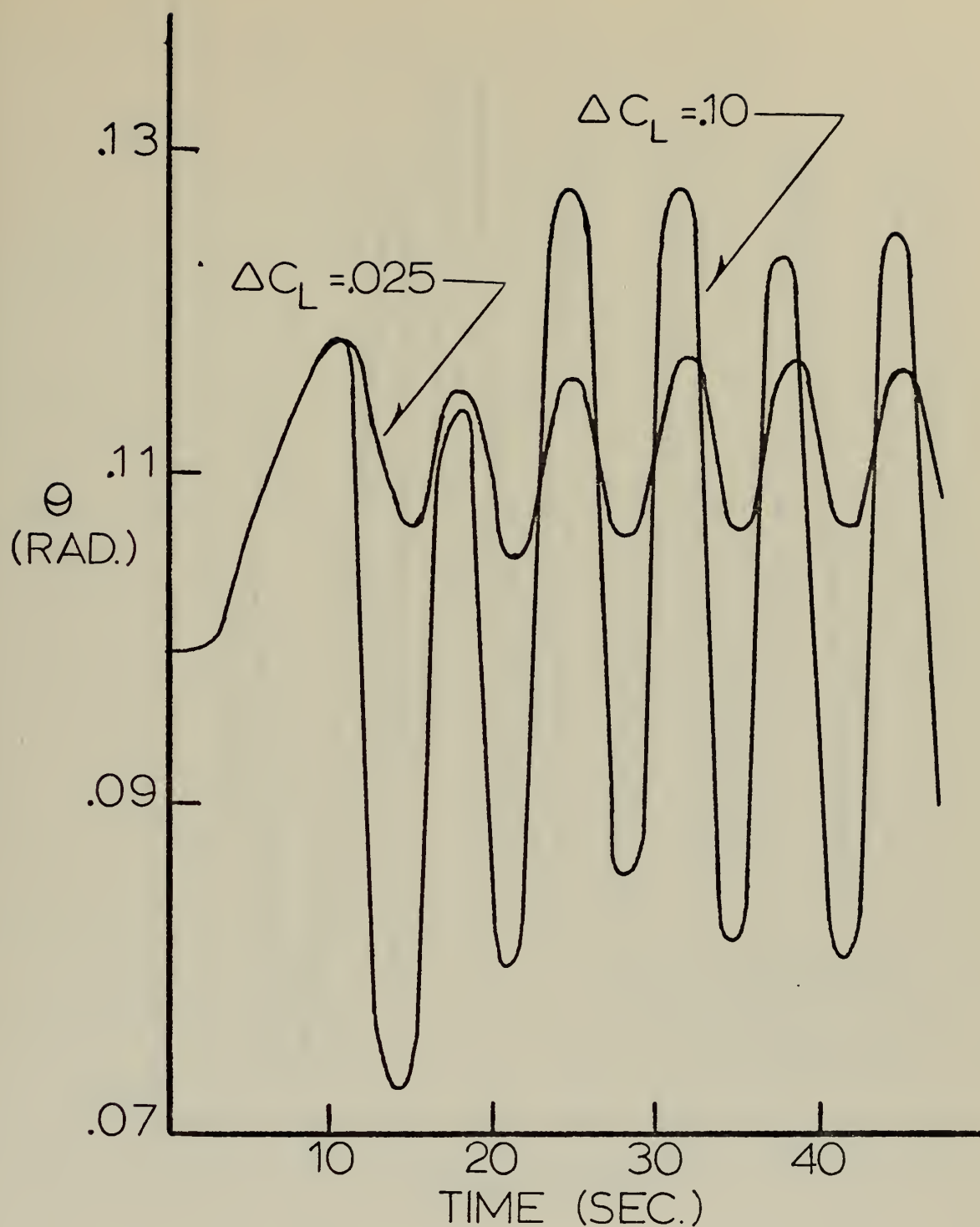


FIGURE 6. PITCH ANGLE VS. TIME
FOR VARYING ΔC_L

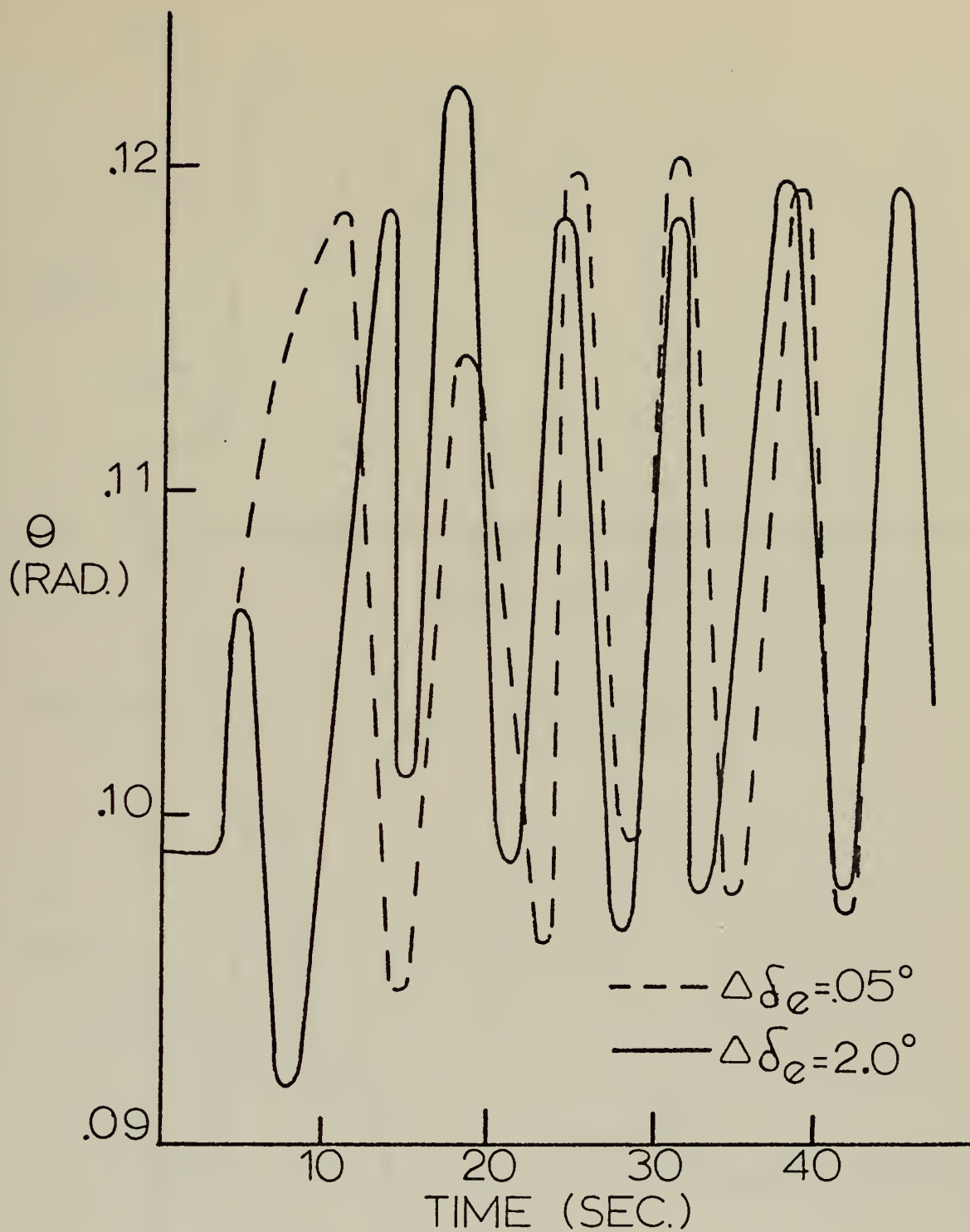


FIGURE 7. PITCH ANGLE VS. TIME
VARYING ELEVATOR IMPULSE

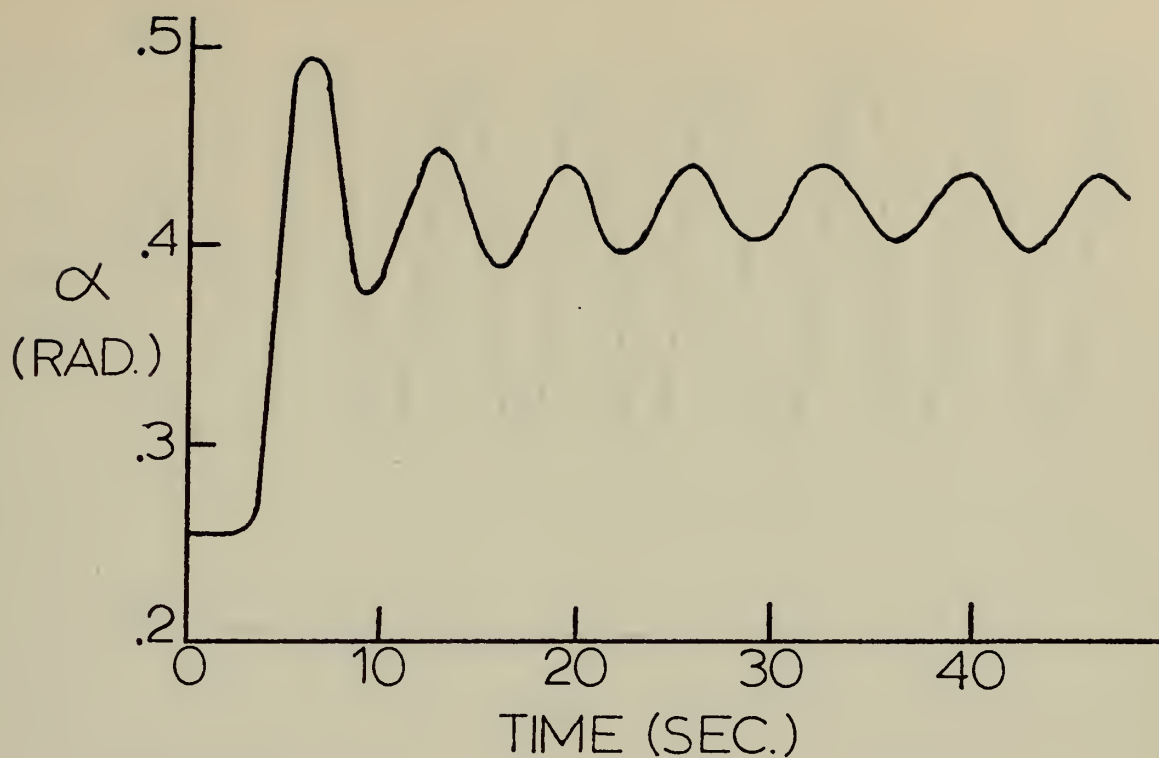


FIGURE 8a. α VERSUS TIME

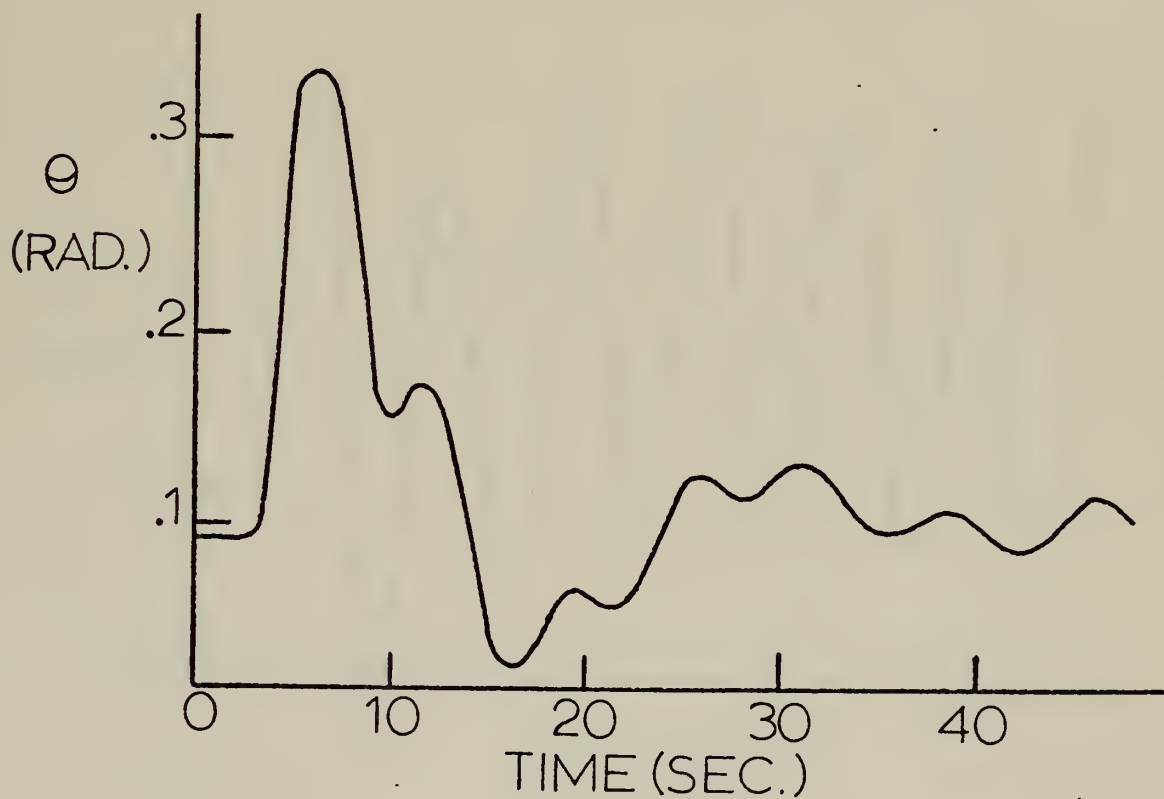


FIGURE 8b. θ VERSUS TIME

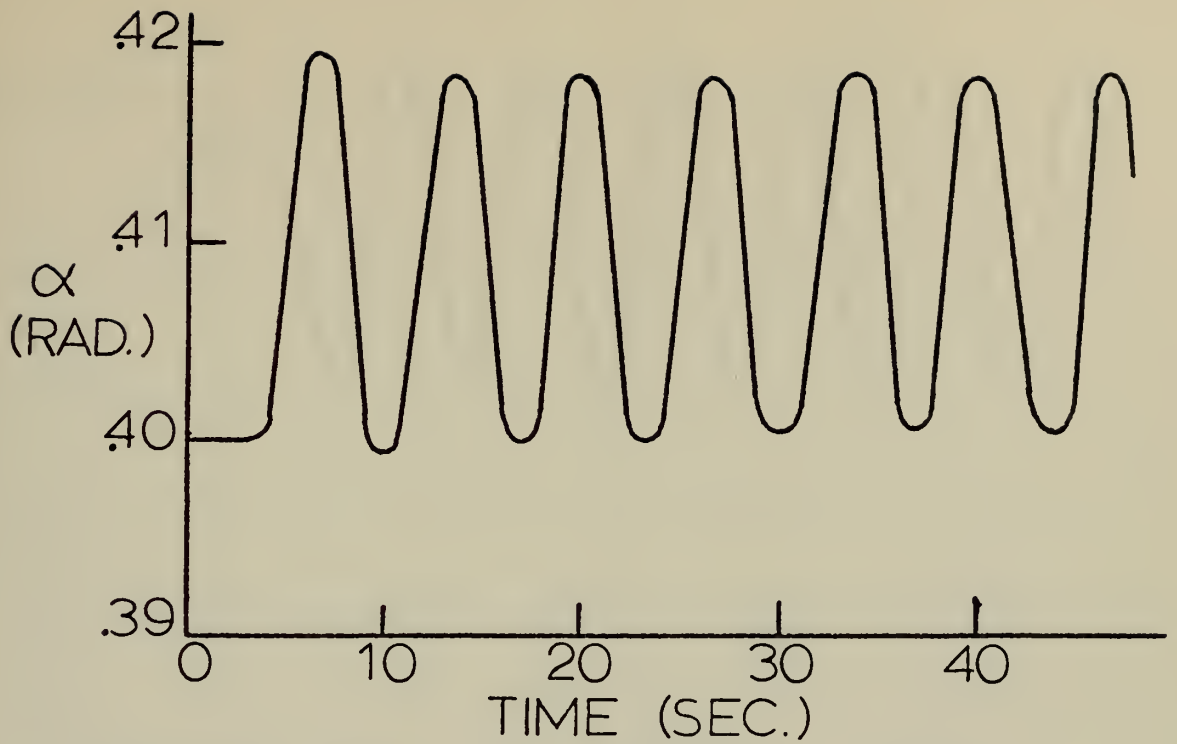


FIGURE 9a. α VERSUS TIME

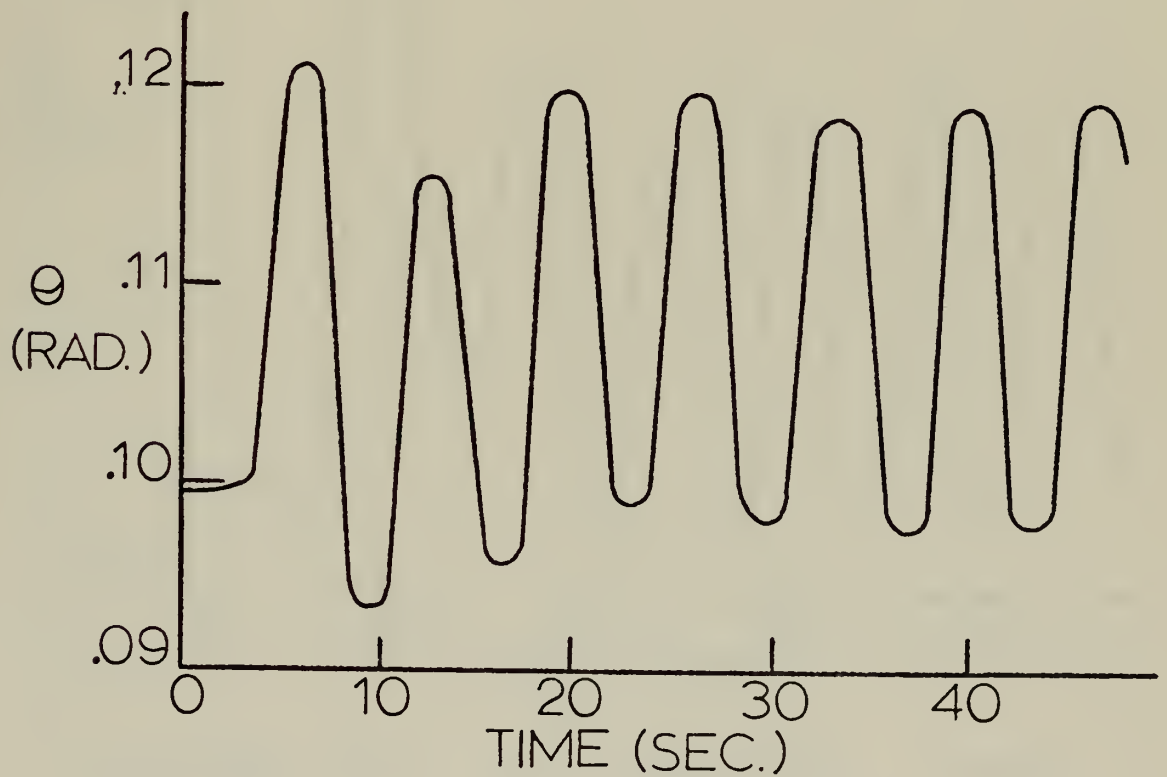


FIGURE 9b. θ VERSUS TIME

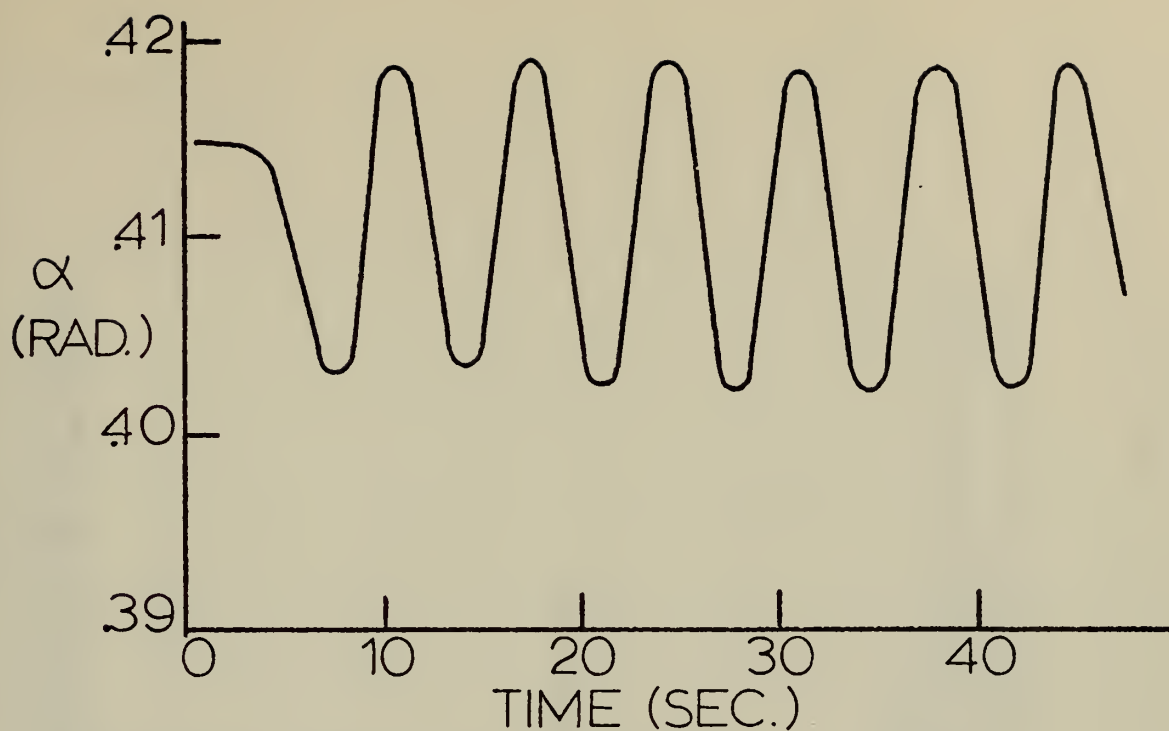


FIGURE 10a. α VERSUS TIME

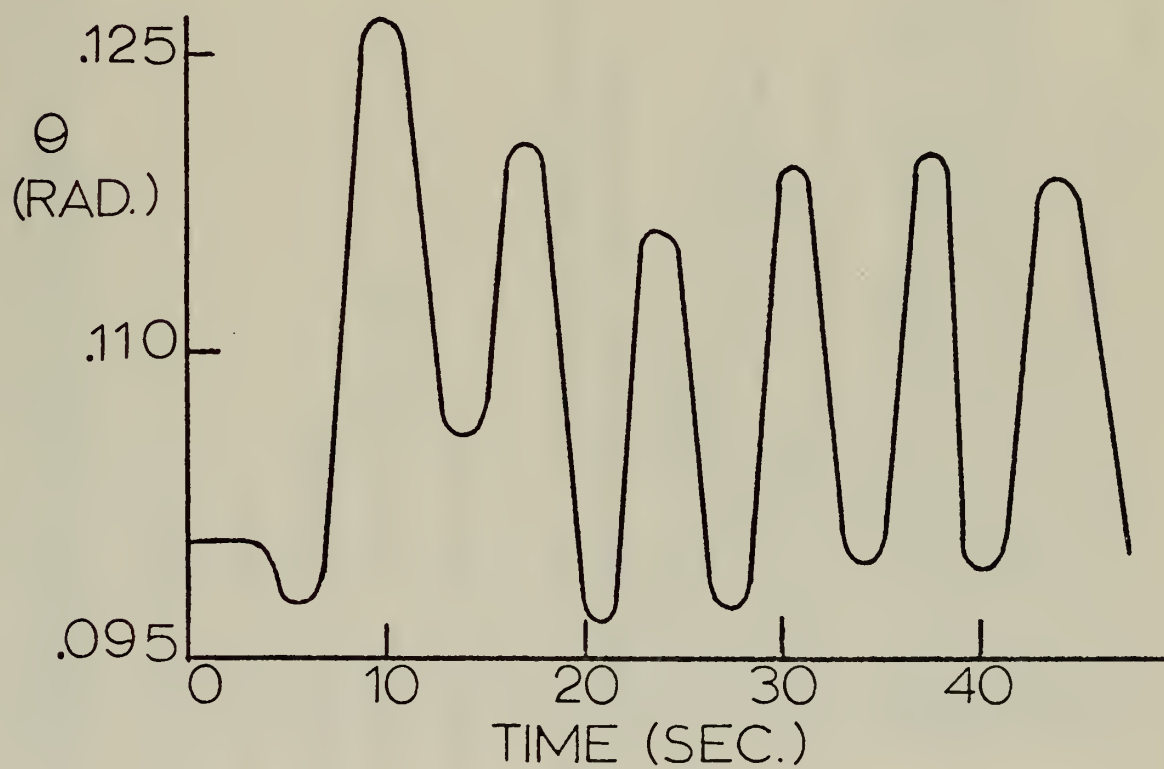


FIGURE 10b. θ VERSUS TIME

THIS PROGRAM PREDICTS THE LONGITUDINAL BEHAVIOR OF AN AIRCRAFT USING WIND TUNNEL DATA. A FOURTH ORDER RUNGE-KUTTA INTEGRATION SCHEME SOLVES THE DIFFERENTIAL EQUATIONS OF MOTION. THE FOLLOWING FUNCTION SUBROUTINES ARE USED BY THE RUNGE-KUTTA SCHEME:

FUNCTION F1= U-DOT

FUNCTION F2= W-DOT

FUNCTION F3= THETA-DOT

FUNCTION F4= THETA-DOUBLE DOT

FUNCTION F5= ALPHA-DOT

SUBROUTINE TRIM DETERMINES THE ELEVATOR DEFLECTION, DE.

THE FOLLOWING ARE DIMENSIONED QUANTITIES:

T(I)= REAL TIME
X1(I)= U VELOCITY COMPONENT
X2(I)= W VELOCITY COMPONENT
X3(I)= PITCH ANGLE, THETA, IN RADIANS
X4(I)= RATE OF CHANGE OF PITCH ANGLE
X5(I)= ANGLE OF ATTACK, ALPHA, IN RADIANS
H(I)= ALTITUDE IN FEET
HDOT(I)= RATE OF CHANGE OF ALTITUDE
ANFP(I)= FLIGHT PATH NORMAL ACCELERATION

```

IMPLICIT REAL*8(A-H,K-Z)
REAL*4 RANGE,RANGE1,RANGE2,RANGE3,RANGE4
DIMENSION T(941),X1(941),X2(941),X3(941),X4(941),X5(941),VEL(941),
1ANFP(941),H(941),ACCL(941),ACD(941),ACM(941),DEL(941),CLP(941),RANG
2E(4),RANGE1(4),RANGE2(4),RANGE3(4),RANGE0(4),RANGE4(4)
COMMON CM,CL,CZ,DE,BIY,CMTD,CMAD,CMDE,CBAR,V(14),Z1,Z2,XX(14),A
1A,CLTD,CLDE,CT,G,RHO,S,X(14),Y(14),MA,CMA,TT,Z3,JM
READ(5,19) I1,I2,I3,I4
READ(5,1) TT,CLTD,CLDE,RHO,S,MA,JM
READ(5,2) CMTD,CMAD,CMDE,BIY,CBAR

```

THE FOLLOWING ARRAYS ARE READ INTO THE PROGRAM TO BE USED BY SUBROUTINE

SPLIN1. SPLIN1 IS GIVEN 14 SETS OF VALUES TO BE USED AS ORDINATE AND ABSISSA FOR A TABLE OF DATA. THE ARRAYS ARE:

X= VALUES OF ANGLE OF ATTACK
Y= VALUES OF LIFT COEFFICIENTS
V= VALUES OF DRAG COEFFICIENTS
XX= VALUES OF PITCHING MOMENT COEFFICIENT

SPLIN1 TAKES A GIVEN VALUE OF ANGLE OF ATTACK AND PROVIDES THE CORRESPONDING VALUE OF CL, CD AND CM, USING A CUBIC CURVE FITTING TECHNIQUE.

```

READ(5,3) X
READ(5,3) Y
READ(5,3) V
READ(5,3) XX

```

STEP SIZE HI USED IN THE RUNGE-KUTTA SCHEME IS IN REAL TIME (SECONDS).

```

HI=0.5D-01
G=32.174
JJ=1
IM=941
IMM=IM-1
Z3=0.0

```

AIRCRAFT ALTITUDE IS SET AT MEAN SEA LEVEL TO CORRESPOND WITH THE DENSITY ALTITUDE USED.

```
H(1)=0
```

THE FOLLOWING VALUES OF 'RANGE' DEFINE THE SCALES FOR THE SIX OUTPUT GRAPHS.

```

RANGE0(1)=0.500
RANGE0(2)=0.100
RANGE0(3)=1.700
RANGE0(4)=0.500
RANGE(1)=48.0
RANGE(2)=0.0
RANGE(3)=112.0
RANGE(4)=88.0
RANGE1(1)=48.0
RANGE1(2)=0.0
RANGE1(3)=0.5000
RANGE1(4)=0.3500
RANGE2(1)=48.0
RANGE2(2)=0.0
RANGE2(3)=1.7

```



```

RANGE2(4)=1.1
RANGE3(1)=48.0
RANGE3(2)=0.0
RANGE3(3)=2.3
RANGE3(4)=1.1
RANGE4(1)=48.0
RANGE4(2)=0.0
RANGE4(3)=0.130
RANGE4(4)=0.070

```

THE INITIAL CONDITIONS ARE READ INTO THE PROGRAM.

```

T(1)=0.0D0
READ(5,4) W, AOA, THETA

```

ALL VALUES READ INTO THE PROGRAM ARE PRINTED OUT AS AN ECHO CHECK.

```

WRITE(6,14)
WRITE(6,5) TT, CLTD, CLDE, RHO, S, MA, JM, CMTD, CMAD, CMDE, BIY, CBAR, I1,
1 I2, I3, I4
WRITE(6,6)
WRITE(6,7) (X(I), Y(I), V(I), XX(I), I=1, 14)
ATH=THETA-AOA
IF(DABS(ATH).GT.0.1D-02) GO TO 600
WRITE(6,8) AOA, W

```

THE INPUT DATA IS USED TO CALCULATE THE TRIM CONDITIONS FOR STEADY LEVEL FLIGHT. SUBROUTINE TRIM TAKES ANGLE OF ATTACK PLUS THE OTHER AIRCRAFT DATA AND CALCULATES THE CORRESPONDING VELOCITY, ELEVATOR ANGLE, THRUST, LIFT, DRAG AND MOMENT COEFFICIENTS. SUBROUTINE TRIM USES THE FORCE AND MOMENT EQUATIONS AT STATIC EQUILIBRIUM. THIS CALCULATED DATA IS THEN USED AS THE INITIAL CONDITIONS TO START THE RUNGE-KUTTA INTEGRATION SCHEME.

```

110 CALL TRIM(W, THETA, AOA, B1, C1, D1, E1, FF, VLL, I1)
WRITE(6,10)
WRITE(6,11) B1, C1, VLL, D1, E1, FF, DE, CL, CM, CD, IT
WRITE(6,20)
CALL UTPLOT(X, Y, I4, RANGE0, 2, 0)
X1(1)=B1
X2(1)=C1
X3(1)=D1
X4(1)=E1
X5(1)=FF
DEL(1)=DE
ACL(1)=CL
ACM(1)=CM
ACD(1)=CD

```



```

A=T(1)
B=X1(1)
C=X2(1)
D=X3(1)
E=X4(1)
F=X5(1)
WRITE(6,12)
DELTT=(TT-250.0)/24.0
IF(DELTT) 112,112,113
112 DELTT=0.0
113 DO 200 I=1,IMM
    IF(I.GE.25) GO TO 140
    IF(I1.EQ.1) GO TO 140
    IF(I1.EQ.2) GO TO 120
    IF(I1.EQ.3) GO TO 130
    TT=0.0
    GO TO 140
    TT=TT-DELTT
    IF(I4.EQ.1) GO TO 190
    IF(I.LE.80) GO TO 190
    XVEL=X1(I)-X1(I+1)
    IF(XVEL) 150,190,190
    IF(I4.GE.3) GO TO 160
    I4=I+60
    IF(I.LT.I4) GO TO 190
    IF(JJ.GE.25) GO TO 190
    TT=TT+DELTT
    JJ=JJ+1
    190 CALL RUNKUT(A,B,C,D,E,F,B1,C1,D1,E1,FF)
    X1(I+1)=B1
    X2(I+1)=C1
    X3(I+1)=D1
    X4(I+1)=E1
    X5(I+1)=FF
    T(I+1)=T(I)+HI
    A=T(I+1)
    B=X1(I+1)
    C=X2(I+1)
    D=X3(I+1)
    E=X4(I+1)
    F=X5(I+1)
    DEL(I+1)=DE
    ACL(I+1)=CL
    ACM(I+1)=CM
    ACD(I+1)=CD

```

AT THIS POINT THE DESIRED ELEVATOR MANIPULATION IS INSERTED USING THE APPROPRIATE LOGIC STATEMENTS.

AN ELEVATOR IMPULSE OF 1/2 DEGREE IS INSERTED FOR 1/20 SECOND.

```

191 IF((A-GE.2.980).AND.(A-LE.3.02)) GO TO 191
    IF ((A-GE.3.020).AND.(A-LE.3.06)) GO TO 195
    GO TO 200
    DE=DE-0.0087250
195 GO TO 200
    DE=DE+0.0087250
200 CONTINUE

```

THE RESULTANT AIRCRAFT VELOCITY, NORMAL FLIGHT PATH ACCELERATION, ACTUAL LIFT COEFFICIENT AND ALTITUDE IS CALCULATED FOR EACH TIME STEP.

```

300 DO 300 I=1,IM
    VEL(I)=DSQRT(X1(I)*X1(I)+X2(I)*X2(I))
    ANFP(I)=((VEL(I)*X4(I))/G)+DCOS(X3(I)-X5(I))
    CLP(I)=ACL(I)/ANFP(I)
    HDOT=VEL(I)*DSIN(X3(I)-X5(I))*101.3364
    IF(I.EQ.IM) GO TO 300
    H(I+1)=H(I)+(HDOT*(T(I+1)-T(I))/60.0)
300 CONTINUE
    J=75
    DO 410 I=1,IM
        IF(I.EQ.J) GO TO 420
        WRITE(6,13) T(I),X1(I),X2(I),VEL(I),X3(I),X4(I),X5(I),DEL(I),ACL(
410 I),CLP(I),ACM(I),ACD(I),ANFP(I),H(I)
        CONTINUE
        GO TO 450
        WRITE(6,12)
        J=J+75
        GO TO 400
        WRITE(6,15)
450 WRITE(6,15)
        DO 500 I=1,IM
            VEL(I)=VEL(I)*0.592086
500 CONTINUE
            CALL UTPLLOT(T,VEL,941,RANGE,2,0)
            WRITE(6,16)
            CALL UTPLLOT(T,X5,941,RANGE1,2,0)
            WRITE(6,17)
            CALL UTPLLOT(T,ACL,941,RANGE2,2,0)
            WRITE(6,18)
            CALL UTPLLOT(T,CLP,941,RANGE3,2,0)
            WRITE(6,21)
            CALL UTPLLOT(T,X3,941,RANGE4,2,0)
            GO TO 1000
600 WRITE(6,9) AOA,THETA,W
    GO TO 110

```



```

1  FORMAT(F10.3,5F10.5,I3)
2  FORMAT(3F10.5,F10.2,F10.5)
3  FORMAT(7F10.7)
4  FORMAT(F10.2,F10.6,F10.6)
5  FORMAT(T55,INPUT DATA,/,T20,TT =,T26,F10.3,T40,CLTD =,T46
1  ,F9.6,T60,CLDE =,T66,F7.2,T60,RHO =,T86,F10.7,/,T20,S =,T
2  ,T26,F7.2,T40,MASS =,T46,F7.2,T60,JM =,T66,I3,T80,CMTD =,T
3  ,T26,F9.6,/,T20,CMAD =,T26,F9.6,T40,CMDE =,T46,F7.4,T60,BIY =
4  ,T66,F9.2,T80,CBAR =,T86,F5.2,/,T20,I1 =,T26,I2,T40,I2
5  =,T46,I2,T60,I3 =,T66,I2,T80,I4 =,T86,I2)
6  FORMAT(/,T51,DATA USED BY SPLIN IN TABLE LOOK UP,/,T18,ANGLE
1  OF ATTACK,T55,CL,T85,CD,T114,CM,/)
7  FORMAT('O',T18,F12.6,T48,F12.6,T78,F12.6,T108,F12.6)
8  FORMAT(/,T40,INPUT DATA,/,T20,ANGLE OF ATTACK = PITCH ANGLE
1  =,T52,F8.5,T65,(AIRCRAFT IN LEVEL FLIGHT),/,T20,AIRCRAFT WEIG
2  HT =,T38,F9.2)
9  FORMAT(/,T61,INPUT DATA,/,T52,ANGLE OF ATTACK =,T70,F8.5,
1  /,T52,PITCH ANGLE =,T70,F8.5,/,T52,AIRCRAFT WEIGHT =,T70,
2  F9.2)
10 FORMAT(/,T18,FOR TRIMMED LEVEL FLIGHT, THE AIRCRAFT PARAMETERS
1  HAVE THE FOLLOWING VALUES,/,T3,X VEL,T14,Z VEL,T23,
2  A/C VEL,T38,THETA,T50,THETA DOT,T66,AOA,T75,ELEV. ANGLE,T9
3  ,CL,T108,CM,T122,CD,/)
11 FORMAT(T1,F8.3,T12,F8.3,T23,F8.3,
1  ,T89,F10.7,T103,F10.7,T117,F10.7,/,T38,THRUST FOR LEVEL FLIGHT =
2  ,T64,F8.2)
12 FORMAT('1',T2,TIME,T12,X VEL,T22,Z VEL,T31,A/C VEL,T43,T
1  HETA,T50,THETA DOT,T64,AOA,T74,DE,T85,CL,T92,CL-#,T101,
2  ,CM,T111,CD,T119,ANFP,T128,ALT,/)
13 FORMAT(F7.3,T10,F8.3,T20,F8.3,T30,F8.3,T41,F8.5,T51,F8.5,T61,F8.5,
1  ,T71,F8.5,T81,F7.4,T90,F7.4,T99,F7.4,T108,F7.4,T117,F7.4,T126,F7.1)
14 FORMAT('1')
15 FORMAT('1',/,T34,RESULTANT AIRCRAFT VELOCITY(KTS.) VS. TIME,/,
1  /)
16 FORMAT('1',/,T41,AIRCRAFT AOA VS. TIME,/)
17 FORMAT('1',/,T43,AIRCRAFT CL VS. TIME,/)
18 FORMAT('1',/,T30,AIRCRAFT CL-* (BASED ON NORMAL FLIGHT PATH ACC
1  EL.) VS. TIME,/)
19 FORMAT(4I2)
20 FORMAT('1',/,T20,CL VS AOA (TABLE LOOK-UP DATA),/)
21 FORMAT('1',/,T30,THETA VS. TIME,/)
1000 STOP
END

```



```

SUBROUTINE RUNKUT(A,B,C,D,E,F,B1,C1,D1,E1,FF)
IMPLICIT REAL*8(A-H,K-Z)
HI=0.5D-01
K1=HI*F1(A,B,C,D,E,F)
L1=HI*F2(A,B,C,D,E,F)
M1=HI*F3(A,B,C,D,E,F)
N1=HI*F4(A,B,C,D,E,F)
P1=HI*F5(A,B,C,D,E,F)
K2=HI*F1(A+HI/2.0,B+K1/2.0,C+L1/2.0,D+M1/2.0,E+N1/2.0,F+P1/2.0)
L2=HI*F2(A+HI/2.0,B+K1/2.0,C+L1/2.0,D+M1/2.0,E+N1/2.0,F+P1/2.0)
M2=HI*F3(A+HI/2.0,B+K1/2.0,C+L1/2.0,D+M1/2.0,E+N1/2.0,F+P1/2.0)
N2=HI*F4(A+HI/2.0,B+K1/2.0,C+L1/2.0,D+M1/2.0,E+N1/2.0,F+P1/2.0)
P2=HI*F5(A+HI/2.0,B+K1/2.0,C+L1/2.0,D+M1/2.0,E+N1/2.0,F+P1/2.0)
K3=HI*F1(A+HI/2.0,B+K2/2.0,C+L2/2.0,D+M2/2.0,E+N2/2.0,F+P2/2.0)
L3=HI*F2(A+HI/2.0,B+K2/2.0,C+L2/2.0,D+M2/2.0,E+N2/2.0,F+P2/2.0)
M3=HI*F3(A+HI/2.0,B+K2/2.0,C+L2/2.0,D+M2/2.0,E+N2/2.0,F+P2/2.0)
N3=HI*F4(A+HI/2.0,B+K2/2.0,C+L2/2.0,D+M2/2.0,E+N2/2.0,F+P2/2.0)
P3=HI*F5(A+HI/2.0,B+K2/2.0,C+L2/2.0,D+M2/2.0,E+N2/2.0,F+P2/2.0)
K4=HI*F1(A+HI,B+K3,C+L3,D+M3,E+N3,F+P3)
L4=HI*F2(A+HI,B+K3,C+L3,D+M3,E+N3,F+P3)
M4=HI*F3(A+HI,B+K3,C+L3,D+M3,E+N3,F+P3)
N4=HI*F4(A+HI,B+K3,C+L3,D+M3,E+N3,F+P3)
P4=HI*F5(A+HI,B+K3,C+L3,D+M3,E+N3,F+P3)
B1=B+(K1+2.0*K2+2.0*K3+K4)/6.0
C1=C+(L1+2.0*L2+2.0*L3+L4)/6.0
D1=D+(M1+2.0*M2+2.0*M3+M4)/6.0
E1=E+(N1+2.0*N2+2.0*N3+N4)/6.0
FF=FF+(P1+2.0*P2+2.0*P3+P4)/6.0
RETURN
END

```

```

FUNCTION F1(T,X1,X2,X3,X4,X5)
IMPLICIT REAL*8(A-H,K-Z)
COMMON CM,CL,CD,CZ,DE,BIY,CMTD,CMAD,CBAR,V(14),Z1,Z2,XX(14),A
1A,CLTD,CLDE,CT,G,RHO,S,X(14),Y(14),MA,CMA,TT,Z3,JM
AA=(X1*X1+X2*X2)
CALL SPLINI(X,Y,JM,X5,CLA)
CALL SPLINI(X,XX,JM,X5,CMA)
CALL SPLINI(X,V,JM,X5,CD)
CL=CLA+CLTD*0.5*CBAR*X4/DSQRT(AA)+CLDE*DE

```

LOGIC STATEMENTS TO INCLUDE DELTA CL ARE INSERTED HERE.

```

CT=(2.0*TT)/(RHO*AA*S)
CX=CT+CL*DSIN(X5)-CD*DCOS(X5)
CZ=(-1.0*(CL*DCOS(X5)+CD*DSIN(X5)))
F1=((RHO*AA*S)/(2.0*MA))*CX-G*DSIN(X3)-X2*X4

```



```

Z1=F1
10 RETURN
END

FUNCTION F2(T,X1,X2,X3,X4,X5)
IMPLICIT REAL*8(A-H,K-Z)
COMMON CM,CL,CD,CZ,DE,BIY,CMTD,CMAD,CMDE,CBAR,V(14),Z1,Z2,XX(14),A
1A,CLTD,CLDE,CT,G,RHO,S,X(14),Y(14),MA,CMA,TT,Z3,JM
F2=((RHO*AA*S)/(2.0*MA))*CZ+G*DCOS(X3)+X1*X4
Z2=F2
10 RETURN
END

FUNCTION F3(T,X1,X2,X3,X4,X5)
IMPLICIT REAL*8(A-H,K-Z)
F3=X4
10 RETURN
END

FUNCTION F4(T,X1,X2,X3,X4,X5)
IMPLICIT REAL*8(A-H,K-Z)
COMMON CM,CL,CD,CZ,DE,BIY,CMTD,CMAD,CMDE,CBAR,V(14),Z1,Z2,XX(14),A
1A,CLTD,CLDE,CT,G,RHO,S,X(14),Y(14),MA,CMA,TT,Z3,JM
CM=CMA+(CMTD*0.5*CBAR*X4)/DSQRT(AA)+CMAD*{(Z2*DCOS(X5)-Z1*DSIN(X5)
1)*0.5*CBAR/AA)+CMDE*DE
F4=((RHO*AA*S*CBAR)/(2.0*BIY))*CM
10 RETURN
END

FUNCTION F5(T,X1,X2,X3,X4,X5)
IMPLICIT REAL*8(A-H,K-Z)
COMMON CM,CL,CD,CZ,DE,BIY,CMTD,CMAD,CMDE,CBAR,V(14),Z1,Z2,XX(14),A
1A,CLTD,CLDE,CT,G,RHO,S,X(14),Y(14),MA,CMA,TT,Z3,JM
F5=(Z2*DCOS(X5)-Z1*DSIN(X5))/DSQRT(AA)
Z3=F5
10 RETURN
END

SUBROUTINE TRIM(W,THETA,AOA,B1,C1,D1,E1,FF,VLL,I1)
IMPLICIT REAL*8(A-H,K-Z)
COMMON CM,CL,CD,CZ,DE,BIY,CMTD,CMAD,CMDE,CBAR,V(14),Z1,Z2,XX(14),A
1A,CLTD,CLDE,CT,G,RHO,S,X(14),Y(14),MA,CMA,TT,Z3,JM
X5=AOA

```



```

CM=0.0
CALL SPLIN1(X,Y,JM,X5,CLA)
CALL SPLIN1(X,XX,JM,X5,CMA)
CALL SPLIN1(X,V,JM,X5,CD)
DE=-1.0*(CMA/CMDE)
CL=CLA+CLDE*DE

```

LOGIC STATEMENTS TO INCLUDE DELTA CL ARE INSERTED HERE.

```

AT=THETA-AOA
IF(AT) 1,2,2
1 AT=AOA-THETA
2 IF(11.EQ.2) GO TO 3
SAT=DSIN(AT)
CAT=DCOS(AT)
SA=DSIN(AOA)
CA=DCOS(AOA)
NUM1=W*((CAT*CA-SAT*SA)
DEN1=S*(CL*CA+CD*SA)
Q=NUM1/DEN1
LD=CL/CD
NUM2=W*(LD*SAT+CAT)
DEN2=LD*CA+SA
TT=NUM2/DEN2
GO TO 4
3 Q=(W*DCOS(AT))/(CL*S)
TT=0.0
4 VX=(2.0*Q)/RHO
VLL=DSQRT(VX)
BI=VLL*DCOS(X5)
CI=VLL*DSIN(X5)
DI=THETA
EI=0.0
FF=X5
RETURN
END

```

```

SUBROUTINE SPLIN1(X,Y,M,XINT,YINT)
IMPLICIT REAL*8 (A-H),REAL*8 (O-Z)
DIMENSION X(M),Y(M),C(4,30)
CALL SPLICO(X,Y,M,C)
K=1
ENTRY SPLIN(X,Y,M,XINT,YINT)
1 IF(XINT-X(1)) 2,3,4
2 K=1
3 YINT=Y(1)

```



```

RETURN
4 IF(XINT-X(K+1))8,5,6
5 YINT=Y(K+1)
RETURN
6 K=K+1
7 IF(M-K) 7,7,1
8 K=M-1
GO TO 11
9 IF(XINT-X(K))9,10,13
10 YINT=Y(K)
RETURN
11 K=K-1
GO TO 8
12 PRINT 12,XINT
13 FORMAT(8HOXINT = E18.9,32H, OUT OF RANGE FOR INTERPOLATION)
YINT=(X(K+1)-XINT)*(C(1,K)*(X(K+1)-XINT)**2+C(3,K))
YINT=YINT+(XINT-X(K))*(C(2,K)*(XINT-X(K))**2+C(4,K))
RETURN
END

SUBROUTINE SPLICO(X,Y,M,C)
IMPLICIT REAL*8 (A-H),REAL*8 (O-Z)
DIMENSION X(M),Y(M),C(4,30),D(30),P(30),E(30),A(30,3),B(30),Z(30)
MM=M-1
DO 2 K=1,MM
D(K)=X(K+1)-X(K)
P(K)=D(K)/6.
2 E(K)=(Y(K+1)-Y(K))/D(K)
DO 3 K=2,MM
3 B(K)=E(K)-E(K-1)
A(1,2)=-1.-D(1)/D(2)
A(1,3)=D(1)/D(2)
A(2,3)=P(2)-P(1)*A(1,3)
A(2,2)=2.*(P(1)+P(2))-P(1)*A(1,2)
A(2,3)=A(2,3)/A(2,2)
B(2)=B(2)/A(2,2)
DO 4 K=3,MM
4 A(K,2)=2.*(P(K-1)+P(K))-P(K-1)*A(K-1,3)
B(K)=B(K)-P(K-1)*B(K-1)
A(K,3)=P(K)/A(K,2)
B(K)=B(K)/A(K,2)
Q=D(M-2)/D(M-1)
A(M,1)=1.+Q+A(M-2,3)
A(M,2)=-Q-A(M,1)*A(M-1,3)
B(M)=B(M-2)-A(M,1)*B(M-1)
Z(M)=B(M)/A(M,2)
MN=M-2

```



```

DO 6 I=1,MN
K=M-I
6 Z(K)=B(K)-A(K,3)*Z(K+1)
Z(1)=-A(1,2)*Z(2)-A(1,3)*Z(3)
DO 7 K=1,MM
Q=1./(6.*D(K))
C(1,K)=Z(K)*Q
C(2,K)=Z(K+1)*Q
C(3,K)=Y(K)/D(K)-Z(K)*P(K)
7 C(4,K)=Y(K+1)/D(K)-Z(K+1)*P(K)
RETURN
END

```



```

FUNCTION F1(T,X1,X2,X3,X4,X5)
IMPLICIT REAL*8(A-H,K-Z)
COMMON CM,CL,CD,CZ,DE,BI,Y,CMTD,CMAD,CMDE,CBAR,V(14),Z1,Z2,XX(14),A
1A,CLTD,CLDE,CT,G,RHO,S,X(14),Y(14),MA,CMA,TT,JM
AA=(X1*X1+X2*X2)
CALL SPLIN1(X,Y,JM,X5,CLA)
CALL SPLIN1(X,XX,JM,X5,CMA)
CALL SPLIN1(X,V,JM,X5,CD)
CL=CLA+CLTD*0.5*CBAR*X4/DSQRT(AA)+CLDE*DE

LOGIC STATEMENTS ARE INSERTED HERE TO INCLUDE DELTA CL
IF(X5.LE.0.4084) GO TO 5
CL=CL-0.050

5 CT=(2.0*TT)/(RHO*AA*S)
CX=CT+CL*DSIN(X5)-C&*&*& 8 8
CZ=(-1.0*(CL*DCOS(X5)+CD*DSIN(X5)))
F1=((RHO*AA*S)/(2.0*MA))*CX-G*DSIN(X3)-X2*X4
Z1=F1
RETURN
END

10

```



```

SUBROUTINE TRIM(W, THETA, AOA, B1, C1, D1, E1, FF, VLL, I1)
IMPLICIT REAL*8(A-H, K-Z)
COMMON CM, CL, CD, CZ, DE, BIY, CMTD, CMAD, CMDE, CBAR, V(14), Z1, Z2, XX(14), A
1A, CLTD, CLDE, CT, G, RHO, S, X(14), Y(14), MA, CMA, TT, JM
X5=AOA
CM=0.0
CALL SPLINI(X, V, JM, X5, CD)
CALL SPLINI(X, XX, JM, X5, CMA)
CALL SPLINI(X, Y, JM, X5, CLA)
DE=-1.0*(CMA/CMDE)
CL=CLA+CLDE*DE

```

LOGIC STATEMENTS ARE INSERTED HERE TO INCLUDE DELTA CL

```

5 AT=THETA-AOA
  IF(AT) 1,2,2
  AT=AOA-THETA
  IF(I1.EQ.2) GO TO 3
  SAT=DSIN(AT)
  CAT=DCOS(AT)
  SA=DSIN(AOA)
  CA=DCOS(AOA)
  NUM1=W*(CAT*CA-SAT*SA)
  DEN1=S*(CL*CA+CD*SA)
  Q=NUM1/DEN1
  LD=CL/CD
  NUM2=W*(LD*SAT+CAT)
  DEN2=LD*CA+SA
  TT=NUM2/DEN2
  GO TO 4
3 Q=(W*DCOS(AT))/(CL*S)
  TT=0.0
  VX=(2.0*Q)/RHO
  VLL=DSQRT(VX)
  B1=VLL*DCOS(X5)
  C1=VLL*DSIN(X5)
  D1=THETA
  E1=0.0
  FF=X5
  RETURN
END

```


INPUT DATA

IT = 0.0
 S = 239.00
 CMAD = -4.268080
 I1 = 2
 CLTD = 0.000010
 MASS = 384.13
 CMDE = -0.8800
 I2 = 1
 CLDE = 0.4300
 JM = 14
 BIY = 26545.00
 I3 = 1
 RHO = 0.0023780
 CMTD = -8.165030
 CBAR = 6.40
 I4 = 1

DATA USED BY SPLIN IN TABLE LOOK UP

ANGLE OF ATTACK	CL	CD	CM
0.104720	0.552000	0.094000	-0.002500
0.139630	0.738000	0.115000	-0.017000
0.174530	0.921000	0.140000	-0.031500
0.209440	1.093000	0.169500	-0.044500
0.244350	1.233000	0.203000	-0.058500
0.279250	1.346000	0.249000	-0.074000
0.314160	1.430000	0.312000	-0.091000
0.349070	1.484000	0.364000	-0.112000
0.383970	1.513000	0.405000	-0.132000
0.408407	1.522000	0.455000	-0.152000
0.415389	1.450000	0.493000	-0.172000
0.418880	1.400000	0.535000	-0.207500
0.453790	0.950000	0.572000	-0.240000
0.488690	0.500000	0.610000	-0.279500

INPUT DATA

ANGLE OF ATTACK = 0.40830
 PITCH ANGLE = 0.09890
 AIRCRAFT WEIGHT = 12359.00

FOR TRIMMED LEVEL FLIGHT, THE AIRCRAFT PARAMETERS HAVE THE FOLLOWING VALUES.

X VEL	Z VEL	A/C VEL	THETA	THETA DOT	AOA	ELEV. ANGLE	CL	CM	CD
155.213	67.147	169.114	0.0989	0.0	0.40830	-0.1726785	1.4484907	0.0	0.4546911
THRUST FOR LEVEL FLIGHT =					0.0				

CL VS AOA (TABLE LOOK-UP DATA)



TIME	X VEL	Z VEL	A/C VEL	THETA	THETA DOT	AOA	DE	CL	CL-*	CM	CD	ANFP	ALT
0.000	15.555	67.147	16.214	0.09390	0.00000	0.40830	-0.17688	1.485	1.507	0.00000	0.4547	95255	0.370
0.050	15.555	67.153	16.213	0.09390	0.00000	0.40830	-0.17688	1.485	1.507	0.00000	0.4547	95255	-0.8
0.100	15.555	67.159	16.214	0.09390	0.00000	0.40830	-0.17688	1.485	1.507	0.00000	0.4547	95255	-13.0
0.150	15.555	67.165	16.215	0.09390	0.00000	0.40829	-0.17688	1.486	1.508	0.00000	0.4547	95255	-26.0
0.200	15.555	67.169	16.216	0.09390	0.00001	0.40828	-0.17688	1.486	1.508	0.00000	0.4547	95255	-39.0
0.250	15.555	67.173	16.217	0.09390	0.00001	0.40826	-0.17688	1.486	1.508	0.00000	0.4547	95255	-52.0
0.300	15.555	67.177	16.218	0.09390	0.00002	0.40825	-0.17688	1.486	1.508	0.00000	0.4547	95255	-65.0
0.350	15.555	67.179	16.219	0.09391	0.00003	0.40824	-0.17688	1.486	1.508	0.00000	0.4547	95255	-78.0
0.400	15.555	67.180	16.220	0.09391	0.00004	0.40823	-0.17688	1.486	1.508	0.00000	0.4547	95255	-91.0
0.450	15.555	67.180	16.220	0.09391	0.00005	0.40818	-0.17688	1.486	1.508	0.00000	0.4547	95255	-104.0
0.500	15.555	67.180	16.220	0.09392	0.00006	0.40815	-0.17688	1.486	1.508	0.00000	0.4547	95255	-117.0
0.550	15.555	67.180	16.220	0.09392	0.00007	0.40813	-0.17688	1.486	1.508	0.00000	0.4547	95255	-130.0
0.600	15.555	67.180	16.220	0.09392	0.00008	0.40808	-0.17688	1.486	1.508	0.00000	0.4547	95255	-143.0
0.650	15.555	67.180	16.220	0.09393	0.00009	0.40804	-0.17688	1.486	1.508	0.00000	0.4547	95255	-156.0
0.700	15.555	67.179	16.220	0.09393	0.00011	0.40801	-0.17688	1.486	1.508	0.00000	0.4547	95255	-169.0
0.750	15.555	67.177	16.220	0.09394	0.00012	0.40799	-0.17688	1.486	1.508	0.00000	0.4547	95255	-182.0
0.800	15.555	67.175	16.220	0.09394	0.00015	0.40793	-0.17688	1.486	1.508	0.00000	0.4547	95255	-195.0
0.850	15.555	67.172	16.220	0.09396	0.00019	0.40790	-0.17688	1.486	1.508	0.00000	0.4547	95255	-208.0
0.900	15.555	67.171	16.220	0.09399	0.00022	0.40784	-0.17688	1.486	1.508	0.00000	0.4547	95255	-221.0
0.950	15.555	67.169	16.220	0.09401	0.00027	0.40777	-0.17688	1.486	1.508	0.00000	0.4547	95255	-234.0
1.000	15.555	67.164	16.220	0.09404	0.00032	0.40770	-0.17688	1.486	1.508	0.00000	0.4547	95255	-247.0
1.050	15.555	67.157	16.220	0.09408	0.00037	0.40763	-0.17688	1.486	1.508	0.00000	0.4547	95255	-260.0
1.100	15.555	67.149	16.220	0.09412	0.00043	0.40755	-0.17688	1.486	1.508	0.00000	0.4547	95255	-273.0
1.150	15.555	67.142	16.220	0.09416	0.00049	0.40747	-0.17688	1.486	1.508	0.00000	0.4547	95255	-286.0
1.200	15.555	67.133	16.220	0.09422	0.00053	0.40739	-0.17688	1.486	1.508	0.00000	0.4547	95255	-299.0
1.250	15.555	67.125	16.220	0.09428	0.00057	0.40731	-0.17688	1.486	1.508	0.00000	0.4547	95255	-312.0
1.300	15.555	67.117	16.220	0.09435	0.00064	0.40723	-0.17688	1.486	1.508	0.00000	0.4547	95255	-325.0
1.350	15.555	67.109	16.220	0.09442	0.00073	0.40714	-0.17688	1.486	1.508	0.00000	0.4547	95255	-338.0
1.400	15.555	67.102	16.220	0.09450	0.00081	0.40706	-0.17688	1.486	1.508	0.00000	0.4547	95255	-351.0
1.450	15.555	67.095	16.220	0.09459	0.00095	0.40698	-0.17688	1.486	1.508	0.00000	0.4547	95255	-364.0
1.500	15.555	67.088	16.220	0.09469	0.00105	0.40690	-0.17688	1.486	1.508	0.00000	0.4547	95255	-377.0
1.550	15.555	67.081	16.220	0.09477	0.00115	0.40682	-0.17688	1.486	1.508	0.00000	0.4547	95255	-390.0
1.600	15.555	67.074	16.220	0.09485	0.00123	0.40674	-0.17688	1.486	1.508	0.00000	0.4547	95255	-403.0
1.650	15.555	67.067	16.220	0.09493	0.00137	0.40665	-0.17688	1.486	1.508	0.00000	0.4547	95255	-416.0
1.700	15.555	67.060	16.220	0.09500	0.00148	0.40657	-0.17688	1.486	1.508	0.00000	0.4547	95255	-429.0
1.750	15.555	67.053	16.220	0.09507	0.00162	0.40649	-0.17688	1.486	1.508	0.00000	0.4547	95255	-442.0
1.800	15.555	67.046	16.220	0.09514	0.00175	0.40641	-0.17688	1.486	1.508	0.00000	0.4547	95255	-455.0
1.850	15.555	67.039	16.220	0.09521	0.00190	0.40632	-0.17688	1.486	1.508	0.00000	0.4547	95255	-468.0
1.900	15.555	67.032	16.220	0.09528	0.00205	0.40624	-0.17688	1.486	1.508	0.00000	0.4547	95255	-481.0
1.950	15.555	67.025	16.220	0.09535	0.00223	0.40615	-0.17688	1.486	1.508	0.00000	0.4547	95255	-494.0
2.000	15.555	67.018	16.220	0.09542	0.00245	0.40607	-0.17688	1.486	1.508	0.00000	0.4547	95255	-507.0
2.050	15.555	67.011	16.220	0.09549	0.00270	0.40598	-0.17688	1.486	1.508	0.00000	0.4547	95255	-520.0
2.100	15.555	67.004	16.220	0.09556	0.00300	0.40589	-0.17688	1.486	1.508	0.00000	0.4547	95255	-533.0
2.150	15.555	67.000	16.220	0.09563	0.00335	0.40580	-0.17688	1.486	1.508	0.00000	0.4547	95255	-546.0
2.200	15.555	67.000	16.220	0.09570	0.00375	0.40571	-0.17688	1.486	1.508	0.00000	0.4547	95255	-559.0
2.250	15.555	67.000	16.220	0.09577	0.00420	0.40562	-0.17688	1.486	1.508	0.00000	0.4547	95255	-572.0
2.300	15.555	67.000	16.220	0.09584	0.00470	0.40553	-0.17688	1.486	1.508	0.00000	0.4547	95255	-585.0
2.350	15.555	67.000	16.220	0.09591	0.00525	0.40544	-0.17688	1.486	1.508	0.00000	0.4547	95255	-598.0
2.400	15.555	67.000	16.220	0.09598	0.00585	0.40535	-0.17688	1.486	1.508	0.00000	0.4547	95255	-611.0
2.450	15.555	67.000	16.220	0.09605	0.00650	0.40526	-0.17688	1.486	1.508	0.00000	0.4547	95255	-624.0
2.500	15.555	67.000	16.220	0.09612	0.00720	0.40517	-0.17688	1.486	1.508	0.00000	0.4547	95255	-637.0
2.550	15.555	67.000	16.220	0.09619	0.00800	0.40508	-0.17688	1.486	1.508	0.00000	0.4547	95255	-650.0
2.600	15.555	67.000	16.220	0.09626	0.00890	0.40499	-0.17688	1.486	1.508	0.00000	0.4547	95255	-663.0
2.650	15.555	67.000	16.220	0.09633	0.01000	0.40490	-0.17688	1.486	1.508	0.00000	0.4547	95255	-676.0
2.700	15.555	67.000	16.220	0.09640	0.01120	0.40481	-0.17688	1.486	1.508	0.00000	0.4547	95255	-689.0
2.750	15.555	67.000	16.220	0.09647	0.01260	0.40472	-0.17688	1.486	1.508	0.00000	0.4547	95255	-702.0
2.800	15.555	67.000	16.220	0.09654	0.01420	0.40463	-0.17688	1.486	1.508	0.00000	0.4547	95255	-715.0
2.850	15.555	67.000	16.220	0.09661	0.01600	0.40454	-0.17688	1.486	1.508	0.00000	0.4547	95255	-728.0
2.900	15.555	67.000	16.220	0.09668	0.01800	0.40445	-0.17688	1.486	1.508	0.00000	0.4547	95255	-741.0
2.950	15.555	67.000	16.220	0.09675	0.02020	0.40436	-0.17688	1.486	1.508	0.00000	0.4547	95255	-754.0
3.000	15.555	67.000	16.220	0.09682	0.02260	0.40427	-0.17688	1.486	1.508	0.00000	0.4547	95255	-767.0
3.050	15.555	67.000	16.220	0.09689	0.02520	0.40418	-0.17688	1.486	1.508	0.00000	0.4547	95255	-780.0
3.100	15.555	67.000	16.220	0.09696	0.02800	0.40409	-0.17688	1.486	1.508	0.00000	0.4547	95255	-793.0
3.150	15.555	67.000	16.220	0.09703	0.03100	0.40400	-0.17688	1.486	1.508	0.00000	0.4547	95255	-806.0
3.200	15.555	67.000	16.220	0.09710	0.03420	0.40391	-0.17688	1.486	1.508	0.00000	0.4547	95255	-819.0
3.250	15.555	67.000	16.220	0.09717	0.03760	0.40382	-0.17688	1.486	1.508	0.00000	0.4547	95255	-832.0
3.300	15.555	67.000	16.220	0.09724	0.04120	0.40373	-0.17688	1.486	1.508	0.00000	0.4547	95255	-845.0
3.350	15.555	67.000	16.220	0.09731	0.04500	0.40364	-0.17688	1.486	1.508	0.00000	0.4547	95255	-858.0
3.400	15.555	67.000	16.220	0.09738	0.04900	0.40355	-0.17688	1.486	1.508	0.00000	0.4547	95255	-871.0
3.450	15.555	67.000	16.220	0.09745	0.05320	0.40346	-0.17688	1.486	1.508	0.00000	0.4547	95255	-884.0
3.500	15.555	67.000	16.220	0.09752	0.05760	0.40337	-0.17688	1.486	1.508	0.00000	0.4547	95255	-897.0
3.550	15.555	67.000	16.220	0.09759	0.06220	0.40328	-0.17688	1.486	1.508	0.00000	0.4547	95255	-910.0
3.600	15.555	67.000	16.220	0.09766	0.06700	0.40319	-0.17688	1.486	1.508	0.00000	0.4547	95255	-923.0
3.650	15.555	67.000	16.220	0.09773	0.07200	0.40310	-0.17688	1.486	1.508	0.00000	0.4547	95255	-936.0
3.700	15.555	67.000	16.220	0.09780	0.07720	0.40301	-0.17688	1.486	1.508	0.00000	0.4547	95255	-949.0
3.750	15.555	67.000	16.220	0.09787	0.08260	0.40292	-0.17688	1.486	1.508	0.00000	0.4547	95255	-962.0
3.800	15.555	67.000	16.220	0.09794	0.08820	0.40283	-0.17688	1.486	1.508	0.00000	0.4547	95255	-975.0
3.850	15.555												

TIME	X VEL	Z VEL	A/C VEL	THETA	THETA DOT	AOA	DE	CL	CL-*	CH	CD	ANFP	ALT
7.50	1.23	6.66	1.69	0.10	-0.00	0.00	1.11	1.11	1.11	0.01	0.46	0.92	5.8
7.55	1.23	6.64	1.69	0.38	0.00	0.00	1.11	1.11	1.11	0.01	0.46	0.92	5.8
7.60	1.23	6.63	1.69	0.32	0.00	0.00	1.11	1.11	1.11	0.01	0.46	0.92	5.8
7.65	1.23	6.62	1.69	0.31	0.00	0.00	1.11	1.11	1.11	0.01	0.46	0.92	5.8
7.70	1.23	6.61	1.69	0.28	0.00	0.00	1.11	1.11	1.11	0.01	0.46	0.92	5.8
7.75	1.23	6.60	1.69	0.25	0.00	0.00	1.11	1.11	1.11	0.01	0.46	0.92	5.8
7.80	1.23	6.59	1.69	0.23	0.00	0.00	1.11	1.11	1.11	0.01	0.46	0.92	5.8
7.85	1.23	6.58	1.69	0.20	0.00	0.00	1.11	1.11	1.11	0.01	0.46	0.92	5.8
7.90	1.23	6.57	1.69	0.18	0.00	0.00	1.11	1.11	1.11	0.01	0.46	0.92	5.8
7.95	1.23	6.56	1.69	0.15	0.00	0.00	1.11	1.11	1.11	0.01	0.46	0.92	5.8
8.00	1.23	6.55	1.69	0.12	0.00	0.00	1.11	1.11	1.11	0.01	0.46	0.92	5.8
8.05	1.23	6.54	1.69	0.10	0.00	0.00	1.11	1.11	1.11	0.01	0.46	0.92	5.8
8.10	1.23	6.53	1.69	0.08	0.00	0.00	1.11	1.11	1.11	0.01	0.46	0.92	5.8
8.15	1.23	6.52	1.69	0.05	0.00	0.00	1.11	1.11	1.11	0.01	0.46	0.92	5.8
8.20	1.23	6.51	1.69	0.03	0.00	0.00	1.11	1.11	1.11	0.01	0.46	0.92	5.8
8.25	1.23	6.50	1.69	0.01	0.00	0.00	1.11	1.11	1.11	0.01	0.46	0.92	5.8
8.30	1.23	6.49	1.69	0.00	0.00	0.00	1.11	1.11	1.11	0.01	0.46	0.92	5.8
8.35	1.23	6.48	1.69	0.00	0.00	0.00	1.11	1.11	1.11	0.01	0.46	0.92	5.8
8.40	1.23	6.47	1.69	0.00	0.00	0.00	1.11	1.11	1.11	0.01	0.46	0.92	5.8
8.45	1.23	6.46	1.69	0.00	0.00	0.00	1.11	1.11	1.11	0.01	0.46	0.92	5.8
8.50	1.23	6.45	1.69	0.00	0.00	0.00	1.11	1.11	1.11	0.01	0.46	0.92	5.8
8.55	1.23	6.44	1.69	0.00	0.00	0.00	1.11	1.11	1.11	0.01	0.46	0.92	5.8
8.60	1.23	6.43	1.69	0.00	0.00	0.00	1.11	1.11	1.11	0.01	0.46	0.92	5.8
8.65	1.23	6.42	1.69	0.00	0.00	0.00	1.11	1.11	1.11	0.01	0.46	0.92	5.8
8.70	1.23	6.41	1.69	0.00	0.00	0.00	1.11	1.11	1.11	0.01	0.46	0.92	5.8
8.75	1.23	6.40	1.69	0.00	0.00	0.00	1.11	1.11	1.11	0.01	0.46	0.92	5.8
8.80	1.23	6.39	1.69	0.00	0.00	0.00	1.11	1.11	1.11	0.01	0.46	0.92	5.8
8.85	1.23	6.38	1.69	0.00	0.00	0.00	1.11	1.11	1.11	0.01	0.46	0.92	5.8
8.90	1.23	6.37	1.69	0.00	0.00	0.00	1.11	1.11	1.11	0.01	0.46	0.92	5.8
8.95	1.23	6.36	1.69	0.00	0.00	0.00	1.11	1.11	1.11	0.01	0.46	0.92	5.8
9.00	1.23	6.35	1.69	0.00	0.00	0.00	1.11	1.11	1.11	0.01	0.46	0.92	5.8
9.05	1.23	6.34	1.69	0.00	0.00	0.00	1.11	1.11	1.11	0.01	0.46	0.92	5.8
9.10	1.23	6.33	1.69	0.00	0.00	0.00	1.11	1.11	1.11	0.01	0.46	0.92	5.8
9.15	1.23	6.32	1.69	0.00	0.00	0.00	1.11	1.11	1.11	0.01	0.46	0.92	5.8
9.20	1.23	6.31	1.69	0.00	0.00	0.00	1.11	1.11	1.11	0.01	0.46	0.92	5.8
9.25	1.23	6.30	1.69	0.00	0.00	0.00	1.11	1.11	1.11	0.01	0.46	0.92	5.8
9.30	1.23	6.29	1.69	0.00	0.00	0.00	1.11	1.11	1.11	0.01	0.46	0.92	5.8
9.35	1.23	6.28	1.69	0.00	0.00	0.00	1.11	1.11	1.11	0.01	0.46	0.92	5.8
9.40	1.23	6.27	1.69	0.00	0.00	0.00	1.11	1.11	1.11	0.01	0.46	0.92	5.8
9.45	1.23	6.26	1.69	0.00	0.00	0.00	1.11	1.11	1.11	0.01	0.46	0.92	5.8
9.50	1.23	6.25	1.69	0.00	0.00	0.00	1.11	1.11	1.11	0.01	0.46	0.92	5.8
9.55	1.23	6.24	1.69	0.00	0.00	0.00	1.11	1.11	1.11	0.01	0.46	0.92	5.8
9.60	1.23	6.23	1.69	0.00	0.00	0.00	1.11	1.11	1.11	0.01	0.46	0.92	5.8
9.65	1.23	6.22	1.69	0.00	0.00	0.00	1.11	1.11	1.11	0.01	0.46	0.92	5.8
9.70	1.23	6.21	1.69	0.00	0.00	0.00	1.11	1.11	1.11	0.01	0.46	0.92	5.8
9.75	1.23	6.20	1.69	0.00	0.00	0.00	1.11	1.11	1.11	0.01	0.46	0.92	5.8
9.80	1.23	6.19	1.69	0.00	0.00	0.00	1.11	1.11	1.11	0.01	0.46	0.92	5.8
9.85	1.23	6.18	1.69	0.00	0.00	0.00	1.11	1.11	1.11	0.01	0.46	0.92	5.8
9.90	1.23	6.17	1.69	0.00	0.00	0.00	1.11	1.11	1.11	0.01	0.46	0.92	5.8
9.95	1.23	6.16	1.69	0.00	0.00	0.00	1.11	1.11	1.11	0.01	0.46	0.92	5.8
10.00	1.23	6.15	1.69	0.00	0.00	0.00	1.11	1.11	1.11	0.01	0.46	0.92	5.8

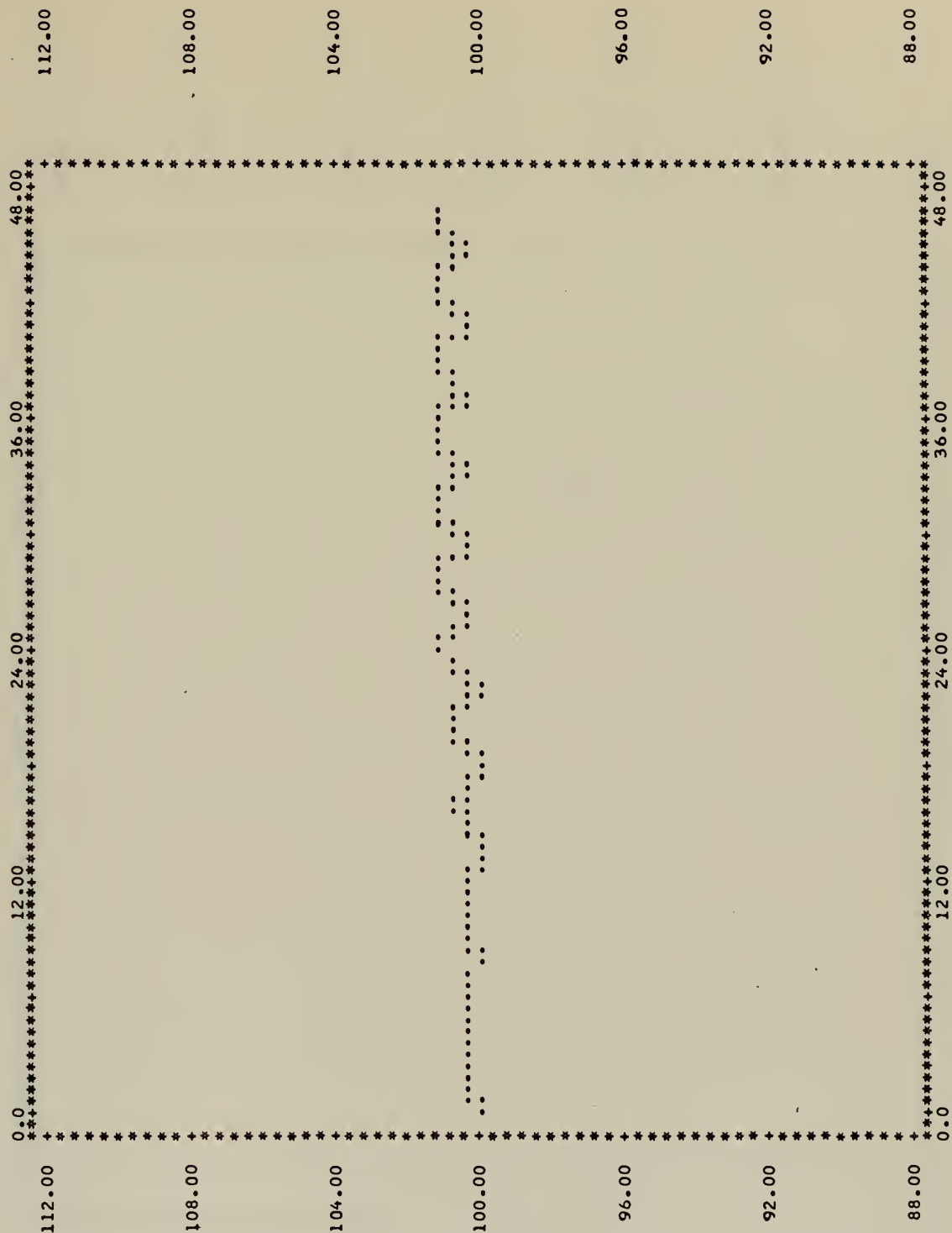
TIME	X VEL	Z VEL	A/C VEL	THETA	THETA DOT	AOA	DE	CL	CL-*	CM	CD	ANFP	ALT
00	156	66	169	0	0	0	0	1	4668	0	0	0	965
05	156	67	169	0	0	0	0	1	4669	0	0	0	966
10	156	67	169	0	0	0	0	1	4670	0	0	0	967
15	156	67	169	0	0	0	0	1	4671	0	0	0	968
20	156	67	169	0	0	0	0	1	4672	0	0	0	969
25	156	67	169	0	0	0	0	1	4673	0	0	0	970
30	156	67	169	0	0	0	0	1	4674	0	0	0	971
35	156	67	169	0	0	0	0	1	4675	0	0	0	972
40	156	67	169	0	0	0	0	1	4676	0	0	0	973
45	156	67	169	0	0	0	0	1	4677	0	0	0	974
50	156	67	169	0	0	0	0	1	4678	0	0	0	975
55	156	67	169	0	0	0	0	1	4679	0	0	0	976
60	156	67	169	0	0	0	0	1	4680	0	0	0	977
65	156	67	169	0	0	0	0	1	4681	0	0	0	978
70	156	67	169	0	0	0	0	1	4682	0	0	0	979
75	156	67	169	0	0	0	0	1	4683	0	0	0	980
80	156	67	169	0	0	0	0	1	4684	0	0	0	981
85	156	67	169	0	0	0	0	1	4685	0	0	0	982
90	156	67	169	0	0	0	0	1	4686	0	0	0	983
95	156	67	169	0	0	0	0	1	4687	0	0	0	984
100	156	67	169	0	0	0	0	1	4688	0	0	0	985
105	156	67	169	0	0	0	0	1	4689	0	0	0	986
110	156	67	169	0	0	0	0	1	4690	0	0	0	987
115	156	67	169	0	0	0	0	1	4691	0	0	0	988
120	156	67	169	0	0	0	0	1	4692	0	0	0	989
125	156	67	169	0	0	0	0	1	4693	0	0	0	990
130	156	67	169	0	0	0	0	1	4694	0	0	0	991
135	156	67	169	0	0	0	0	1	4695	0	0	0	992
140	156	67	169	0	0	0	0	1	4696	0	0	0	993
145	156	67	169	0	0	0	0	1	4697	0	0	0	994
150	156	67	169	0	0	0	0	1	4698	0	0	0	995
155	156	67	169	0	0	0	0	1	4699	0	0	0	996
160	156	67	169	0	0	0	0	1	4700	0	0	0	997
165	156	67	169	0	0	0	0	1	4701	0	0	0	998
170	156	67	169	0	0	0	0	1	4702	0	0	0	999
175	156	67	169	0	0	0	0	1	4703	0	0	0	1000
180	156	67	169	0	0	0	0	1	4704	0	0	0	1001
185	156	67	169	0	0	0	0	1	4705	0	0	0	1002
190	156	67	169	0	0	0	0	1	4706	0	0	0	1003
195	156	67	169	0	0	0	0	1	4707	0	0	0	1004
200	156	67	169	0	0	0	0	1	4708	0	0	0	1005
205	156	67	169	0	0	0	0	1	4709	0	0	0	1006
210	156	67	169	0	0	0	0	1	4710	0	0	0	1007
215	156	67	169	0	0	0	0	1	4711	0	0	0	1008
220	156	67	169	0	0	0	0	1	4712	0	0	0	1009
225	156	67	169	0	0	0	0	1	4713	0	0	0	1010
230	156	67	169	0	0	0	0	1	4714	0	0	0	1011
235	156	67	169	0	0	0	0	1	4715	0	0	0	1012
240	156	67	169	0	0	0	0	1	4716	0	0	0	1013
245	156	67	169	0	0	0	0	1	4717	0	0	0	1014
250	156	67	169	0	0	0	0	1	4718	0	0	0	1015
255	156	67	169	0	0	0	0	1	4719	0	0	0	1016
260	156	67	169	0	0	0	0	1	4720	0	0	0	1017
265	156	67	169	0	0	0	0	1	4721	0	0	0	1018
270	156	67	169	0	0	0	0	1	4722	0	0	0	1019
275	156	67	169	0	0	0	0	1	4723	0	0	0	1020
280	156	67	169	0	0	0	0	1	4724	0	0	0	1021
285	156	67	169	0	0	0	0	1	4725	0	0	0	1022
290	156	67	169	0	0	0	0	1	4726	0	0	0	1023
295	156	67	169	0	0	0	0	1	4727	0	0	0	1024
300	156	67	169	0	0	0	0	1	4728	0	0	0	1025
305	156	67	169	0	0	0	0	1	4729	0	0	0	1026
310	156	67	169	0	0	0	0	1	4730	0	0	0	1027
315	156	67	169	0	0	0	0	1	4731	0	0	0	1028
320	156	67	169	0	0	0	0	1	4732	0	0	0	1029
325	156	67	169	0	0	0	0	1	4733	0	0	0	1030
330	156	67	169	0	0	0	0	1	4734	0	0	0	1031
335	156	67	169	0	0	0	0	1	4735	0	0	0	1032
340	156	67	169	0	0	0	0	1	4736	0	0	0	1033
345	156	67	169	0	0	0	0	1	4737	0	0	0	1034
350	156	67	169	0	0	0	0	1	4738	0	0	0	1035
355	156	67	169	0	0	0	0	1	4739	0	0	0	1036
360	156	67	169	0	0	0	0	1	4740	0	0	0	1037
365	156	67	169	0	0	0	0	1	4741	0	0	0	1038
370	156	67	169	0	0	0	0	1	4742	0	0	0	1039
375	156	67	169	0	0	0	0	1	4743	0	0	0	1040
380	156	67	169	0	0	0	0	1	4744	0	0	0	1041
385	156	67	169	0	0	0	0	1	4745	0	0	0	1042
390	156	67	169	0	0	0	0	1	4746	0	0	0	1043
395	156	67	169	0	0	0	0	1	4747	0	0	0	1044
400	156	67	169	0	0	0	0	1	4748	0	0	0	1045
405	156	67	169	0	0	0	0	1	4749	0	0	0	1046
410	156	67	169	0	0	0	0	1	4750	0	0	0	1047
415	156	67	169	0	0	0	0	1	4751	0	0	0	1048
420	156	67	169	0	0	0	0	1	4752	0	0	0	1049
425	156	67	169	0	0	0	0	1	4753	0	0	0	1050
430	156	67	169	0	0	0	0	1	4754	0	0	0	1051
435	156	67	169	0	0	0	0	1	4755	0	0	0	1052
440	156	67	169	0	0	0	0	1	4756	0	0	0	1053
445	156	67	169	0	0	0	0	1	4757	0	0	0	1054
450	156	67	169	0	0	0	0	1	4758	0	0	0	1055
455	156	67	169	0	0	0	0	1	4759	0	0	0	1056
460	156	67	169	0	0	0	0	1	4760	0	0	0	1057
465	156	67	169	0	0	0	0	1	4761	0	0	0	1058
470	156	67	169	0	0	0	0	1	4762	0	0	0	1059
475	156	67	169	0	0	0	0	1	4763	0	0	0	1060
480	156	67	169	0	0	0	0	1	4764	0	0	0	1061
485	156	67	169	0	0	0	0	1	4765	0	0	0	1062
490	156	67	169	0	0	0	0	1	4766	0	0	0	1063
495	156	67	169	0	0	0	0	1	4767	0	0	0	1064
500	156	67	169	0	0	0	0	1	4768	0	0	0	1065
505	156	67	169	0	0	0	0	1	4769	0	0	0	1066
510	156	67	169	0	0	0	0	1	4770	0	0	0	1067
515	156	67	169	0	0	0	0	1	4771	0	0	0	1068
520	156	67	169	0	0	0	0	1	4772	0	0	0	1069
525	156	67	169	0	0	0	0	1	4773	0	0	0	1070
530	156	67	169	0	0	0	0	1	4774	0	0	0	1071
535	156	67	169	0	0	0	0	1	4775	0	0	0	1072
540	156	67	169	0	0	0	0	1	4776	0	0	0	1073
545	156	67	169	0	0	0	0	1	4777	0	0	0	1074
550	156	67	169	0	0	0	0	1	4778	0	0	0	1075
555	156	67	169	0	0	0	0	1	4779	0	0	0	1076
560	156	67	169	0	0	0	0	1	4780	0	0	0	1077
565	156	67	169	0	0	0	0	1	4781	0	0	0	1078
570	156	67	169	0	0	0	0	1	4782	0	0	0	1079
575	156	67	169	0	0	0	0	1	4783	0	0	0	1080
580	156	67	169	0	0	0	0	1	4784	0	0	0	1081
585	156	67	169	0	0	0	0	1	4785	0	0	0	1082
590	156	67	169	0	0	0	0	1	4786	0	0	0	1083
595	156	67	169	0	0	0	0	1	4787	0	0	0	1084
600	156	67	169	0	0	0	0	1	4788				

TIME	X VEL	Z VEL	A/C VEL	THETA	THETA DOT	AOA	DE	CL	CL-*	CM	CD	ANFP	ALT
14.950	156.590	65.273	169.654	0.9247	0.0634	39495	0.1722	88.25	4853	0.0882	331	0.3881	184.7
15.000	156.590	65.273	169.709	0.9338	0.0671	39511	0.1722	88.25	4853	0.0882	331	0.3881	184.7
15.050	156.590	65.273	169.766	0.9425	0.0719	39527	0.1722	88.25	4853	0.0882	331	0.3881	184.7
15.100	156.590	65.273	169.823	0.9511	0.0767	39543	0.1722	88.25	4853	0.0882	331	0.3881	184.7
15.150	156.590	65.273	169.880	0.9596	0.0815	39559	0.1722	88.25	4853	0.0882	331	0.3881	184.7
15.200	156.590	65.273	169.937	0.9681	0.0863	39575	0.1722	88.25	4853	0.0882	331	0.3881	184.7
15.250	156.590	65.273	169.994	0.9766	0.0911	39591	0.1722	88.25	4853	0.0882	331	0.3881	184.7
15.300	156.590	65.273	170.051	0.9851	0.0959	39607	0.1722	88.25	4853	0.0882	331	0.3881	184.7
15.350	156.590	65.273	170.108	0.9936	0.1007	39623	0.1722	88.25	4853	0.0882	331	0.3881	184.7
15.400	156.590	65.273	170.165	1.0021	0.1055	39639	0.1722	88.25	4853	0.0882	331	0.3881	184.7
15.450	156.590	65.273	170.222	1.0106	0.1103	39655	0.1722	88.25	4853	0.0882	331	0.3881	184.7
15.500	156.590	65.273	170.279	1.0191	0.1151	39671	0.1722	88.25	4853	0.0882	331	0.3881	184.7
15.550	156.590	65.273	170.336	1.0276	0.1199	39687	0.1722	88.25	4853	0.0882	331	0.3881	184.7
15.600	156.590	65.273	170.393	1.0361	0.1247	39703	0.1722	88.25	4853	0.0882	331	0.3881	184.7
15.650	156.590	65.273	170.450	1.0446	0.1295	39719	0.1722	88.25	4853	0.0882	331	0.3881	184.7
15.700	156.590	65.273	170.507	1.0531	0.1343	39735	0.1722	88.25	4853	0.0882	331	0.3881	184.7
15.750	156.590	65.273	170.564	1.0616	0.1391	39751	0.1722	88.25	4853	0.0882	331	0.3881	184.7
15.800	156.590	65.273	170.621	1.0701	0.1439	39767	0.1722	88.25	4853	0.0882	331	0.3881	184.7
15.850	156.590	65.273	170.678	1.0786	0.1487	39783	0.1722	88.25	4853	0.0882	331	0.3881	184.7
15.900	156.590	65.273	170.735	1.0871	0.1535	39799	0.1722	88.25	4853	0.0882	331	0.3881	184.7
15.950	156.590	65.273	170.792	1.0956	0.1583	39815	0.1722	88.25	4853	0.0882	331	0.3881	184.7
16.000	156.590	65.273	170.849	1.1041	0.1631	39831	0.1722	88.25	4853	0.0882	331	0.3881	184.7
16.050	156.590	65.273	170.906	1.1126	0.1679	39847	0.1722	88.25	4853	0.0882	331	0.3881	184.7
16.100	156.590	65.273	170.963	1.1211	0.1727	39863	0.1722	88.25	4853	0.0882	331	0.3881	184.7
16.150	156.590	65.273	171.020	1.1296	0.1775	39879	0.1722	88.25	4853	0.0882	331	0.3881	184.7
16.200	156.590	65.273	171.077	1.1381	0.1823	39895	0.1722	88.25	4853	0.0882	331	0.3881	184.7
16.250	156.590	65.273	171.134	1.1466	0.1871	39911	0.1722	88.25	4853	0.0882	331	0.3881	184.7
16.300	156.590	65.273	171.191	1.1551	0.1919	39927	0.1722	88.25	4853	0.0882	331	0.3881	184.7
16.350	156.590	65.273	171.248	1.1636	0.1967	39943	0.1722	88.25	4853	0.0882	331	0.3881	184.7
16.400	156.590	65.273	171.305	1.1721	0.2015	39959	0.1722	88.25	4853	0.0882	331	0.3881	184.7
16.450	156.590	65.273	171.362	1.1806	0.2063	39975	0.1722	88.25	4853	0.0882	331	0.3881	184.7
16.500	156.590	65.273	171.419	1.1891	0.2111	39991	0.1722	88.25	4853	0.0882	331	0.3881	184.7
16.550	156.590	65.273	171.476	1.1976	0.2159	40007	0.1722	88.25	4853	0.0882	331	0.3881	184.7
16.600	156.590	65.273	171.533	1.2061	0.2207	40023	0.1722	88.25	4853	0.0882	331	0.3881	184.7
16.650	156.590	65.273	171.590	1.2146	0.2255	40039	0.1722	88.25	4853	0.0882	331	0.3881	184.7
16.700	156.590	65.273	171.647	1.2231	0.2303	40055	0.1722	88.25	4853	0.0882	331	0.3881	184.7
16.750	156.590	65.273	171.704	1.2316	0.2351	40071	0.1722	88.25	4853	0.0882	331	0.3881	184.7
16.800	156.590	65.273	171.761	1.2401	0.2399	40087	0.1722	88.25	4853	0.0882	331	0.3881	184.7
16.850	156.590	65.273	171.818	1.2486	0.2447	40103	0.1722	88.25	4853	0.0882	331	0.3881	184.7
16.900	156.590	65.273	171.875	1.2571	0.2495	40119	0.1722	88.25	4853	0.0882	331	0.3881	184.7
16.950	156.590	65.273	171.932	1.2656	0.2543	40135	0.1722	88.25	4853	0.0882	331	0.3881	184.7
17.000	156.590	65.273	171.989	1.2741	0.2591	40151	0.1722	88.25	4853	0.0882	331	0.3881	184.7
17.050	156.590	65.273	172.046	1.2826	0.2639	40167	0.1722	88.25	4853	0.0882	331	0.3881	184.7
17.100	156.590	65.273	172.103	1.2911	0.2687	40183	0.1722	88.25	4853	0.0882	331	0.3881	184.7
17.150	156.590	65.273	172.160	1.2996	0.2735	40199	0.1722	88.25	4853	0.0882	331	0.3881	184.7
17.200	156.590	65.273	172.217	1.3081	0.2783	40215	0.1722	88.25	4853	0.0882	331	0.3881	184.7
17.250	156.590	65.273	172.274	1.3166	0.2831	40231	0.1722	88.25	4853	0.0882	331	0.3881	184.7
17.300	156.590	65.273	172.331	1.3251	0.2879	40247	0.1722	88.25	4853	0.0882	331	0.3881	184.7
17.350	156.590	65.273	172.388	1.3336	0.2927	40263	0.1722	88.25	4853	0.0882	331	0.3881	184.7
17.400	156.590	65.273	172.445	1.3421	0.2975	40279	0.1722	88.25	4853	0.0882	331	0.3881	184.7
17.450	156.590	65.273	172.502	1.3506	0.3023	40295	0.1722	88.25	4853	0.0882	331	0.3881	184.7
17.500	156.590	65.273	172.559	1.3591	0.3071	40311	0.1722	88.25	4853	0.0882	331	0.3881	184.7
17.550	156.590	65.273	172.616	1.3676	0.3119	40327	0.1722	88.25	4853	0.0882	331	0.3881	184.7
17.600	156.590	65.273	172.673	1.3761	0.3167	40343	0.1722	88.25	4853	0.0882	331	0.3881	184.7
17.650	156.590	65.273	172.730	1.3846	0.3215	40359	0.1722	88.25	4853	0.0882	331	0.3881	184.7
17.700	156.590	65.273	172.787	1.3931	0.3263	40375	0.1722	88.25	4853	0.0882	331	0.3881	184.7
17.750	156.590	65.273	172.844	1.4016	0.3311	40391	0.1722	88.25	4853	0.0882	331	0.3881	184.7
17.800	156.590	65.273	172.901	1.4101	0.3359	40407	0.1722	88.25	4853	0.0882	331	0.3881	184.7
17.850	156.590	65.273	172.958	1.4186	0.3407	40423	0.1722	88.25	4853	0.0882	331	0.3881	184.7
17.900	156.590	65.273	173.015	1.4271	0.3455	40439	0.1722	88.25	4853	0.0882	331	0.3881	184.7
17.950	156.590	65.273	173.072	1.4356	0.3503	40455	0.1722	88.25	4853	0.0882	331	0.3881	184.7
18.000	156.590	65.273	173.129	1.4441	0.3551	40471	0.1722	88.25	4853	0.0882	331	0.3881	184.7
18.050	156.590	65.273	173.186	1.4526	0.3599	40487	0.1722	88.25	4853	0.0882	331	0.3881	184.7
18.100	156.590	65.273	173.243	1.4611	0.3647	40503	0.1722	88.25	4853	0.0882	331	0.3881	184.7
18.150	156.590	65.273	173.300	1.4696	0.3695	40519	0.1722	88.25	4853	0.0882	331	0.3881	184.7
18.200	156.590	65.273	173.357	1.4781	0.3743	40535	0.1722	88.25	4853	0.0882	331	0.3881	184.7
18.250	156.590	65.273	173.414	1.4866	0.3791	40551	0.1722	88.25	4853	0.0882	331	0.3881	184.7
18.300	156.590	65.273	173.471	1.4951	0.3839	40567	0.1722	88.25	4853	0.0882	331	0.3881	184.7
18.350	156.590	65.273	173.528	1.5036	0.3887	40583	0.1722	88.25	4853	0.0882	331	0.3881	184.7
18.400	156.590	65.273	173.585	1.5121	0.3935	40599	0.1722	88.25	4853	0.0882	331	0.3881	184.7
18.450	156.590	65.273	173.642	1.5206	0.3983	40615	0.1722	88.25	4853	0.0882	331	0.3881	184.7
18.500	156.590	65.273	173.699	1.5291	0.4031	40631	0.1722	88.25	4853	0.0882	331	0.3881	184.7
18.550	156.590	65.273	173.756	1.5376	0.4079	40647	0.1722	88.25	4853	0.0882	331	0.3881	184.7
18.600	156.590	65.273	173.813	1.5461	0.4127	40663	0.1722	88.25	4853	0.0882	331	0.3881	184.7
18.650	156.590	65.273	173.870	1.5546	0.4175	40679	0.1722	88.25	4853	0.0882	331	0.3881	184.7
18.700	156.590	65.273	173.927	1.5631	0.4223	40695	0.1722	88.25	4853	0.0882	331	0.3881	184.7
18.750	156.590	65.273	173.984	1.5716	0.4271	40711	0.1722	88.25	4853	0.0882	331	0.3881	184.7
18.800	156.590	65.273	174.041	1.5801	0.4319	40727	0.1722	88.25	4853	0.0882	331	0.3881	184.7
18.850	156.590	65.273	174.098	1.5886	0.4367	40743	0.1722	88.25	4853	0.0882	331	0.3881	184.7
18.900	156.590	65.273	174.155	1.5971	0.4415	40759	0.1722	88.25	4853	0.0882	331	0.3881	184.7
18.950	156.												

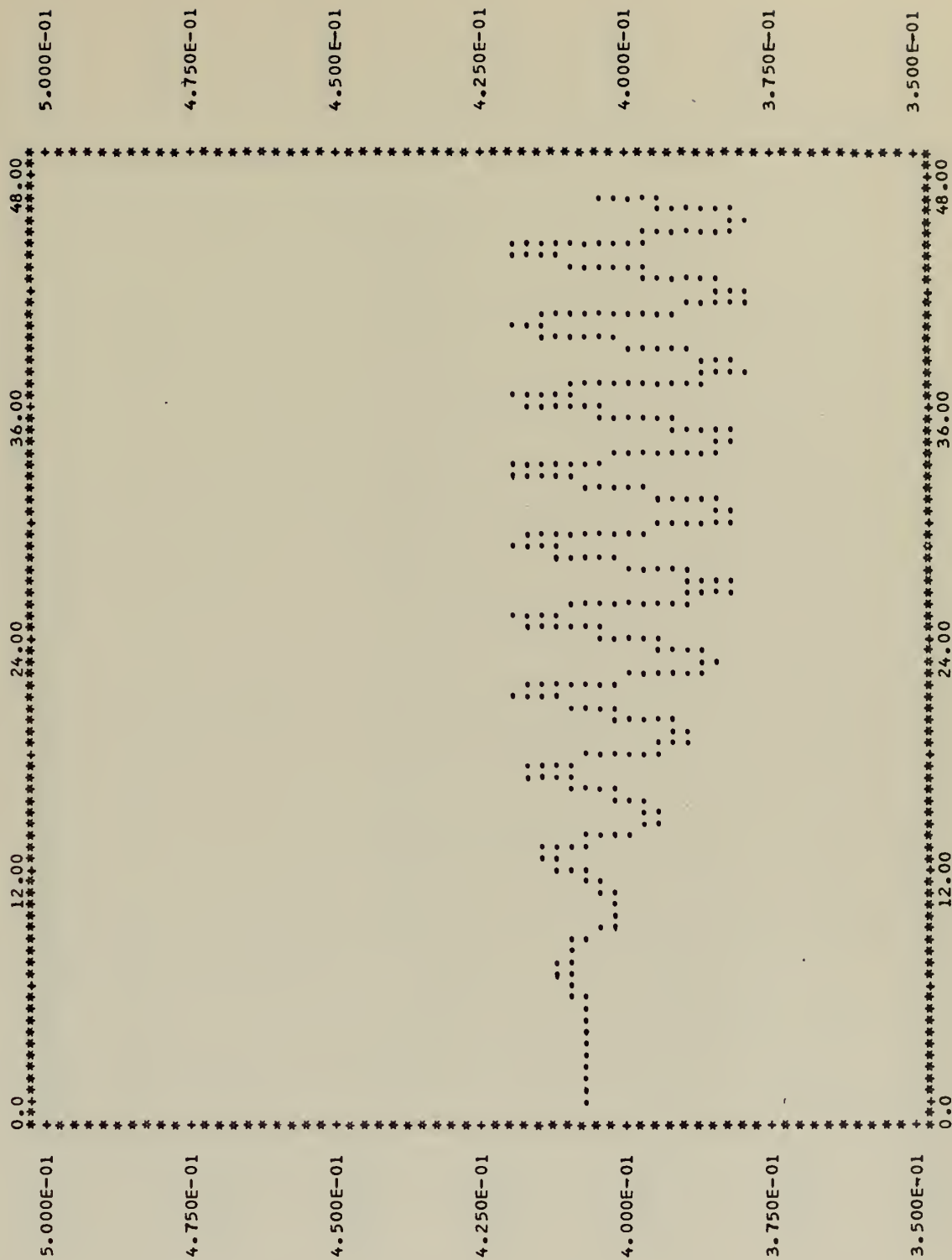
TIME	X VEL	Z VEL	A/C VEL	THETA	THETA DOT	AOA	DE	CL	CL-*	CH	CD	ANFP	ALT
29.000000	157.198	64.415	169.884	0.88441	0.02388	0.00000	0.17268	0.450	1.1	0.00000	0.125	0.00000	83.5
30.000000	157.315	64.490	169.921	0.88230	0.02187	0.00000	0.17268	0.450	1.1	0.00000	0.125	0.00000	83.5
31.000000	157.428	64.565	170.006	0.88019	0.01977	0.00000	0.17268	0.450	1.1	0.00000	0.125	0.00000	83.5
32.000000	157.542	64.640	170.091	0.87807	0.01767	0.00000	0.17268	0.450	1.1	0.00000	0.125	0.00000	83.5
33.000000	157.657	64.715	170.176	0.87596	0.01557	0.00000	0.17268	0.450	1.1	0.00000	0.125	0.00000	83.5
34.000000	157.772	64.790	170.261	0.87385	0.01347	0.00000	0.17268	0.450	1.1	0.00000	0.125	0.00000	83.5
35.000000	157.887	64.865	170.346	0.87174	0.01137	0.00000	0.17268	0.450	1.1	0.00000	0.125	0.00000	83.5
36.000000	158.002	64.940	170.431	0.86963	0.00927	0.00000	0.17268	0.450	1.1	0.00000	0.125	0.00000	83.5
37.000000	158.117	65.015	170.516	0.86752	0.00717	0.00000	0.17268	0.450	1.1	0.00000	0.125	0.00000	83.5
38.000000	158.232	65.090	170.601	0.86541	0.00507	0.00000	0.17268	0.450	1.1	0.00000	0.125	0.00000	83.5
39.000000	158.347	65.165	170.686	0.86330	0.00297	0.00000	0.17268	0.450	1.1	0.00000	0.125	0.00000	83.5
40.000000	158.462	65.240	170.771	0.86119	0.00087	0.00000	0.17268	0.450	1.1	0.00000	0.125	0.00000	83.5
41.000000	158.577	65.315	170.856	0.85908	0.00000	0.00000	0.17268	0.450	1.1	0.00000	0.125	0.00000	83.5
42.000000	158.692	65.390	170.941	0.85697	0.00000	0.00000	0.17268	0.450	1.1	0.00000	0.125	0.00000	83.5
43.000000	158.807	65.465	171.026	0.85486	0.00000	0.00000	0.17268	0.450	1.1	0.00000	0.125	0.00000	83.5
44.000000	158.922	65.540	171.111	0.85275	0.00000	0.00000	0.17268	0.450	1.1	0.00000	0.125	0.00000	83.5
45.000000	159.037	65.615	171.196	0.85064	0.00000	0.00000	0.17268	0.450	1.1	0.00000	0.125	0.00000	83.5
46.000000	159.152	65.690	171.281	0.84853	0.00000	0.00000	0.17268	0.450	1.1	0.00000	0.125	0.00000	83.5
47.000000	159.267	65.765	171.366	0.84642	0.00000	0.00000	0.17268	0.450	1.1	0.00000	0.125	0.00000	83.5
48.000000	159.382	65.840	171.451	0.84431	0.00000	0.00000	0.17268	0.450	1.1	0.00000	0.125	0.00000	83.5
49.000000	159.497	65.915	171.536	0.84220	0.00000	0.00000	0.17268	0.450	1.1	0.00000	0.125	0.00000	83.5
50.000000	159.612	65.990	171.621	0.84009	0.00000	0.00000	0.17268	0.450	1.1	0.00000	0.125	0.00000	83.5
51.000000	159.727	66.065	171.706	0.83798	0.00000	0.00000	0.17268	0.450	1.1	0.00000	0.125	0.00000	83.5
52.000000	159.842	66.140	171.791	0.83587	0.00000	0.00000	0.17268	0.450	1.1	0.00000	0.125	0.00000	83.5
53.000000	159.957	66.215	171.876	0.83376	0.00000	0.00000	0.17268	0.450	1.1	0.00000	0.125	0.00000	83.5
54.000000	160.072	66.290	171.961	0.83165	0.00000	0.00000	0.17268	0.450	1.1	0.00000	0.125	0.00000	83.5
55.000000	160.187	66.365	172.046	0.82954	0.00000	0.00000	0.17268	0.450	1.1	0.00000	0.125	0.00000	83.5
56.000000	160.302	66.440	172.131	0.82743	0.00000	0.00000	0.17268	0.450	1.1	0.00000	0.125	0.00000	83.5
57.000000	160.417	66.515	172.216	0.82532	0.00000	0.00000	0.17268	0.450	1.1	0.00000	0.125	0.00000	83.5
58.000000	160.532	66.590	172.301	0.82321	0.00000	0.00000	0.17268	0.450	1.1	0.00000	0.125	0.00000	83.5
59.000000	160.647	66.665	172.386	0.82110	0.00000	0.00000	0.17268	0.450	1.1	0.00000	0.125	0.00000	83.5
60.000000	160.762	66.740	172.471	0.81899	0.00000	0.00000	0.17268	0.450	1.1	0.00000	0.125	0.00000	83.5
61.000000	160.877	66.815	172.556	0.81688	0.00000	0.00000	0.17268	0.450	1.1	0.00000	0.125	0.00000	83.5
62.000000	160.992	66.890	172.641	0.81477	0.00000	0.00000	0.17268	0.450	1.1	0.00000	0.125	0.00000	83.5
63.000000	161.107	66.965	172.726	0.81266	0.00000	0.00000	0.17268	0.450	1.1	0.00000	0.125	0.00000	83.5
64.000000	161.222	67.040	172.811	0.81055	0.00000	0.00000	0.17268	0.450	1.1	0.00000	0.125	0.00000	83.5
65.000000	161.337	67.115	172.896	0.80844	0.00000	0.00000	0.17268	0.450	1.1	0.00000	0.125	0.00000	83.5
66.000000	161.452	67.190	172.981	0.80633	0.00000	0.00000	0.17268	0.450	1.1	0.00000	0.125	0.00000	83.5
67.000000	161.567	67.265	173.066	0.80422	0.00000	0.00000	0.17268	0.450	1.1	0.00000	0.125	0.00000	83.5
68.000000	161.682	67.340	173.151	0.80211	0.00000	0.00000	0.17268	0.450	1.1	0.00000	0.125	0.00000	83.5
69.000000	161.797	67.415	173.236	0.80000	0.00000	0.00000	0.17268	0.450	1.1	0.00000	0.125	0.00000	83.5
70.000000	161.912	67.490	173.321	0.79789	0.00000	0.00000	0.17268	0.450	1.1	0.00000	0.125	0.00000	83.5
71.000000	162.027	67.565	173.406	0.79578	0.00000	0.00000	0.17268	0.450	1.1	0.00000	0.125	0.00000	83.5
72.000000	162.142	67.640	173.491	0.79367	0.00000	0.00000	0.17268	0.450	1.1	0.00000	0.125	0.00000	83.5
73.000000	162.257	67.715	173.576	0.79156	0.00000	0.00000	0.17268	0.450	1.1	0.00000	0.125	0.00000	83.5
74.000000	162.372	67.790	173.661	0.78945	0.00000	0.00000	0.17268	0.450	1.1	0.00000	0.125	0.00000	83.5
75.000000	162.487	67.865	173.746	0.78734	0.00000	0.00000	0.17268	0.450	1.1	0.00000	0.125	0.00000	83.5
76.000000	162.602	67.940	173.831	0.78523	0.00000	0.00000	0.17268	0.450	1.1	0.00000	0.125	0.00000	83.5
77.000000	162.717	68.015	173.916	0.78312	0.00000	0.00000	0.17268	0.450	1.1	0.00000	0.125	0.00000	83.5
78.000000	162.832	68.090	174.001	0.78101	0.00000	0.00000	0.17268	0.450	1.1	0.00000	0.125	0.00000	83.5
79.000000	162.947	68.165	174.086	0.77890	0.00000	0.00000	0.17268	0.450	1.1	0.00000	0.125	0.00000	83.5
80.000000	163.062	68.240	174.171	0.77679	0.00000	0.00000	0.17268	0.450	1.1	0.00000	0.125	0.00000	83.5
81.000000	163.177	68.315	174.256	0.77468	0.00000	0.00000	0.17268	0.450	1.1	0.00000	0.125	0.00000	83.5
82.000000	163.292	68.390	174.341	0.77257	0.00000	0.00000	0.17268	0.450	1.1	0.00000	0.125	0.00000	83.5
83.000000	163.407	68.465	174.426	0.77046	0.00000	0.00000	0.17268	0.450	1.1	0.00000	0.125	0.00000	83.5
84.000000	163.522	68.540	174.511	0.76835	0.00000	0.00000	0.17268	0.450	1.1	0.00000	0.125	0.00000	83.5
85.000000	163.637	68.615	174.596	0.76624	0.00000	0.00000	0.17268	0.450	1.1	0.00000	0.125	0.00000	83.5
86.000000	163.752	68.690	174.681	0.76413	0.00000	0.00000	0.17268	0.450	1.1	0.00000	0.125	0.00000	83.5
87.000000	163.867	68.765	174.766	0.76202	0.00000	0.00000	0.17268	0.450	1.1	0.00000	0.125	0.00000	83.5
88.000000	163.982	68.840	174.851	0.75991	0.00000	0.00000	0.17268	0.450	1.1	0.00000	0.125	0.00000	83.5
89.000000	164.097	68.915	174.936	0.75780	0.00000	0.00000	0.17268	0.450	1.1	0.00000	0.125	0.00000	83.5
90.000000	164.212	68.990	175.021	0.75569	0.00000	0.00000	0.17268	0.450	1.1	0.00000	0.125	0.00000	83.5
91.000000	164.327	69.065	175.106	0.75358	0.00000	0.00000	0.17268	0.450	1.1	0.00000	0.125	0.00000	83.5
92.000000	164.442	69.140	175.191	0.75147	0.00000	0.00000	0.17268	0.450	1.1	0.00000	0.125	0.00000	83.5
93.000000	164.557	69.215	175.276	0.74936	0.00000	0.00000	0.17268	0.450	1.1	0.00000	0.125	0.00000	83.5
94.000000	164.672	69.290	175.361	0.74725	0.00000	0.00000	0.17268	0.450	1.1	0.00000	0.125	0.00000	83.5
95.000000	164.787	69.365	175.446	0.74514	0.00000	0.00000	0.17268	0.450	1.1	0.00000	0.125	0.00000	83.5
96.000000	164.902	69.440	175.531	0.74303	0.00000	0.00000	0.17268	0.450	1.1	0.00000	0.125	0.00000	83.5
97.000000	165.017	69.515	175.616	0.74092	0.00000	0.00000	0.17268	0.450	1.1	0.00000	0.125	0.00000	83.5
98.000000	165.132	69.590	175.701	0.73881	0.00000	0.00000	0.17268	0.450	1.1	0.00000	0.125	0.00000	83.5
99.000000	165.247	69.665	175.786	0.73670	0.00000	0.00000	0.17268	0.450	1.1	0.00000	0.125	0.00000	83.5
100.000000	165.362	69.740	175.871	0.73459	0.00000	0.00000	0.17268	0.450	1.1	0.00000	0.125	0.00000	83.5

TIME	X VEL	Z VEL	A/C VEL	THETA	THETA DOT	AOA	DE	CL	CL-*	CM	CD	ANFP	ALT
44.950	157.147	64.484	169.863	0.08608	-0.02833	0.38939	-0.17268	1.4555	1.8086	0.02188	0.4133	0.8048	3847.1
44.950	157.278	64.200	169.903	0.08432	-0.02615	0.38793	-0.17268	1.4509	1.7771	0.02266	0.4110	0.8164	3855.5
45.000	157.402	64.009	169.946	0.08277	-0.02393	0.38661	-0.17268	1.4467	1.7463	0.02338	0.4089	0.8284	3863.9
45.050	157.516	63.713	169.990	0.08124	-0.02175	0.38533	-0.17268	1.4430	1.7164	0.02413	0.4056	0.8407	3872.3
45.100	157.620	63.506	170.036	0.08002	-0.01955	0.38409	-0.17268	1.4393	1.6870	0.02484	0.4032	0.8525	3880.6
45.150	157.720	63.321	170.083	0.07899	-0.01733	0.38281	-0.17268	1.4355	1.6599	0.02544	0.4015	0.8643	3888.8
45.200	157.825	63.179	170.131	0.07806	-0.01510	0.38156	-0.17268	1.4315	1.6383	0.02604	0.4006	0.8761	3897.1
45.250	157.992	63.328	170.229	0.07714	-0.00711	0.38030	-0.17268	1.4305	1.5614	0.02664	0.4003	0.8917	3895.3
45.300	158.065	63.329	170.329	0.07777	-0.00441	0.38077	-0.17268	1.4305	1.5191	0.02724	0.4002	0.9168	3893.5
45.350	158.188	63.290	170.429	0.07750	-0.00241	0.38052	-0.17268	1.4304	1.4996	0.02784	0.4005	0.9417	3891.7
45.400	158.333	63.297	170.528	0.07775	0.00012	0.38094	-0.17268	1.4307	1.4640	0.02844	0.4008	0.9657	390.2
45.450	158.283	63.333	170.577	0.07798	0.00430	0.38070	-0.17268	1.4312	1.4479	0.02904	0.4013	0.9885	391.5
45.500	158.349	63.492	170.673	0.07836	0.00848	0.38094	-0.17268	1.4320	1.4328	0.02964	0.4018	0.9994	391.7
45.550	158.373	63.497	170.764	0.07873	0.01237	0.38171	-0.17268	1.4330	1.4180	0.03024	0.4025	0.9994	392.0
45.600	158.400	63.577	170.851	0.07906	0.01617	0.38223	-0.17268	1.4342	1.4060	0.03084	0.4034	0.9994	392.8
45.650	158.402	63.787	170.931	0.08008	0.01950	0.38262	-0.17268	1.4357	1.3935	0.03144	0.4043	0.9994	393.5
45.700	158.394	64.042	171.004	0.08257	0.02303	0.38343	-0.17268	1.4374	1.3811	0.03204	0.4055	0.9994	394.2
45.750	158.362	64.333	171.082	0.08451	0.02611	0.38423	-0.17268	1.4395	1.3681	0.03264	0.4068	0.9994	394.9
45.800	158.339	64.622	171.168	0.08594	0.02911	0.38502	-0.17268	1.4418	1.3551	0.03324	0.4081	0.9994	395.6
45.850	158.318	64.911	171.251	0.08736	0.03211	0.38581	-0.17268	1.4444	1.3421	0.03384	0.4092	0.9994	396.3
45.900	158.297	65.200	171.337	0.08879	0.03511	0.38660	-0.17268	1.4472	1.3291	0.03444	0.4106	0.9994	397.0
45.950	158.278	65.491	171.423	0.08993	0.03811	0.38738	-0.17268	1.4502	1.3161	0.03504	0.4122	0.9994	397.7
46.000	158.259	65.782	171.509	0.09107	0.04111	0.38817	-0.17268	1.4533	1.3031	0.03564	0.4138	0.9994	398.4
46.050	158.241	66.073	171.595	0.09221	0.04411	0.38896	-0.17268	1.4565	1.2901	0.03624	0.4155	0.9994	399.1
46.100	158.224	66.364	171.681	0.09335	0.04711	0.38975	-0.17268	1.4597	1.2771	0.03684	0.4173	0.9994	399.8
46.150	158.207	66.655	171.767	0.09449	0.05011	0.39054	-0.17268	1.4628	1.2641	0.03744	0.4192	0.9994	400.5
46.200	158.190	66.946	171.853	0.09563	0.05311	0.39133	-0.17268	1.4658	1.2511	0.03804	0.4212	0.9994	401.2
46.250	158.173	67.237	171.939	0.09677	0.05611	0.39212	-0.17268	1.4685	1.2381	0.03864	0.4232	0.9994	401.9
46.300	158.156	67.528	172.025	0.09791	0.05911	0.39291	-0.17268	1.4709	1.2251	0.03924	0.4253	0.9994	402.6
46.350	158.139	67.819	172.111	0.09905	0.06211	0.39370	-0.17268	1.4735	1.2121	0.03984	0.4274	0.9994	403.3
46.400	158.122	68.110	172.197	0.10019	0.06511	0.39449	-0.17268	1.4759	1.2001	0.04044	0.4297	0.9994	404.0
46.450	158.105	68.401	172.283	0.10133	0.06811	0.39528	-0.17268	1.4785	1.1871	0.04104	0.4324	0.9994	404.7
46.500	158.088	68.692	172.369	0.10247	0.07111	0.39607	-0.17268	1.4809	1.1741	0.04164	0.4355	0.9994	405.4
46.550	158.071	68.983	172.455	0.10361	0.07411	0.39686	-0.17268	1.4835	1.1611	0.04224	0.4386	0.9994	406.1
46.600	158.054	69.274	172.541	0.10475	0.07711	0.39765	-0.17268	1.4859	1.1481	0.04284	0.4417	0.9994	406.8
46.650	158.037	69.565	172.627	0.10589	0.08011	0.39844	-0.17268	1.4885	1.1351	0.04344	0.4449	0.9994	407.5
46.700	158.020	69.856	172.713	0.10703	0.08311	0.39923	-0.17268	1.4909	1.1221	0.04404	0.4480	0.9994	408.2
46.750	158.003	70.147	172.799	0.10817	0.08611	0.40002	-0.17268	1.4935	1.1091	0.04464	0.4511	0.9994	408.9
46.800	157.986	70.438	172.885	0.10931	0.08911	0.40081	-0.17268	1.4961	1.0961	0.04524	0.4542	0.9994	409.6
46.850	157.969	70.729	172.971	0.11045	0.09211	0.40160	-0.17268	1.4987	1.0831	0.04584	0.4573	0.9994	410.3
46.900	157.952	71.020	173.057	0.11159	0.09511	0.40239	-0.17268	1.5013	1.0701	0.04644	0.4604	0.9994	411.0
46.950	157.935	71.311	173.143	0.11273	0.09811	0.40318	-0.17268	1.5039	1.0571	0.04704	0.4635	0.9994	411.7
47.000	157.918	71.602	173.229	0.11387	0.10111	0.40397	-0.17268	1.5065	1.0441	0.04764	0.4666	0.9994	412.4
47.050	157.901	71.893	173.315	0.11501	0.10411	0.40476	-0.17268	1.5091	1.0311	0.04824	0.4697	0.9994	413.1
47.100	157.884	72.184	173.401	0.11615	0.10711	0.40555	-0.17268	1.5117	1.0181	0.04884	0.4728	0.9994	413.8
47.150	157.867	72.475	173.487	0.11729	0.11011	0.40634	-0.17268	1.5143	1.0051	0.04944	0.4759	0.9994	414.5
47.200	157.850	72.766	173.573	0.11843	0.11311	0.40713	-0.17268	1.5169	0.9921	0.05004	0.4790	0.9994	415.2
47.250	157.833	73.057	173.659	0.11957	0.11611	0.40792	-0.17268	1.5195	0.9791	0.05064	0.4821	0.9994	415.9
47.300	157.816	73.348	173.745	0.12071	0.11911	0.40871	-0.17268	1.5221	0.9661	0.05124	0.4852	0.9994	416.6
47.350	157.799	73.639	173.831	0.12185	0.12211	0.40950	-0.17268	1.5247	0.9531	0.05184	0.4883	0.9994	417.3
47.400	157.782	73.930	173.917	0.12299	0.12511	0.41029	-0.17268	1.5273	0.9401	0.05244	0.4914	0.9994	418.0
47.450	157.765	74.221	174.003	0.12413	0.12811	0.41108	-0.17268	1.5299	0.9271	0.05304	0.4945	0.9994	418.7
47.500	157.748	74.512	174.089	0.12527	0.13111	0.41187	-0.17268	1.5325	0.9141	0.05364	0.4976	0.9994	419.4
47.550	157.731	74.803	174.175	0.12641	0.13411	0.41266	-0.17268	1.5351	0.9011	0.05424	0.5007	0.9994	420.1
47.600	157.714	75.094	174.261	0.12755	0.13711	0.41345	-0.17268	1.5377	0.8881	0.05484	0.5038	0.9994	420.8
47.650	157.697	75.385	174.347	0.12869	0.14011	0.41424	-0.17268	1.5403	0.8751	0.05544	0.5069	0.9994	421.5
47.700	157.680	75.676	174.433	0.12983	0.14311	0.41503	-0.17268	1.5429	0.8621	0.05604	0.5100	0.9994	422.2
47.750	157.663	75.967	174.519	0.13097	0.14611	0.41582	-0.17268	1.5455	0.8491	0.05664	0.5131	0.9994	422.9
47.800	157.646	76.258	174.605	0.13211	0.14911	0.41661	-0.17268	1.5481	0.8361	0.05724	0.5162	0.9994	423.6
47.850	157.629	76.549	174.691	0.13325	0.15211	0.41740	-0.17268	1.5507	0.8231	0.05784	0.5193	0.9994	424.3
47.900	157.612	76.840	174.777	0.13439	0.15511	0.41819	-0.17268	1.5533	0.8101	0.05844	0.5224	0.9994	425.0
47.950	157.595	77.131	174.863	0.13553	0.15811	0.41898	-0.17268	1.5559	0.7971	0.05904	0.5255	0.9994	425.7
48.000	157.578	77.422	174.949	0.13667	0.16111	0.41977	-0.17268	1.5585	0.7841	0.05964	0.5286	0.9994	426.4
48.050	157.561	77.713	175.035	0.13781	0.16411	0.42056	-0.17268	1.5611	0.7711	0.06024	0.5317	0.9994	427.1
48.100	157.544	78.004	175.121	0.13895	0.16711	0.42135	-0.17268	1.5637	0.7581	0.06084	0.5348	0.9994	427.8
48.150	157.527	78.295	175.207	0.14009	0.17011	0.42214	-0.17268	1.5663	0.7451	0.06144	0.5379	0.9994	428.5
48.200	157.510	78.586	175.293	0.14123	0.17311	0.42293	-0.17268	1.5689	0.7321	0.06204	0.5410	0.9994	429.2
48.250	157.493	78.877	175.379	0.14237	0.17611	0.42372	-0.17268	1.5715	0.7191	0.06264	0.5441	0.9994	429.9
48.300	157.476	79.168	175.465	0.14351	0.17911	0.42451	-0.17268	1.5741	0.7061	0.06324	0.5472	0.9994	430.6
48.350	157.459	79.459	175.551	0.14465	0.18211	0.42530	-0.17268	1.5767	0.6931	0.06384	0.5503	0.9994	431.3
48.400	157.442	79.750	175.637	0.14579	0.18511	0.42609	-0.17268	1.5793	0.6801	0.06444	0.5534	0.9994	432.0
48.450	157.425	80.041	175.723	0.14693	0.18811	0.42688	-0.17268	1.5819	0.6671	0.06504	0.5565	0.9994	432.7
48.500	157.408	80.332	175.809	0.14807	0.19111	0.42767	-0.17268	1.5845	0.6541	0.06564	0.5596	0.9994	433.4
48.550	157.391	80.623	175.895	0.14921	0.19411	0.42846	-0.17268	1.5871	0.6411	0.06624	0.5627	0.9994	434.1
48.600	157.374	80.914											

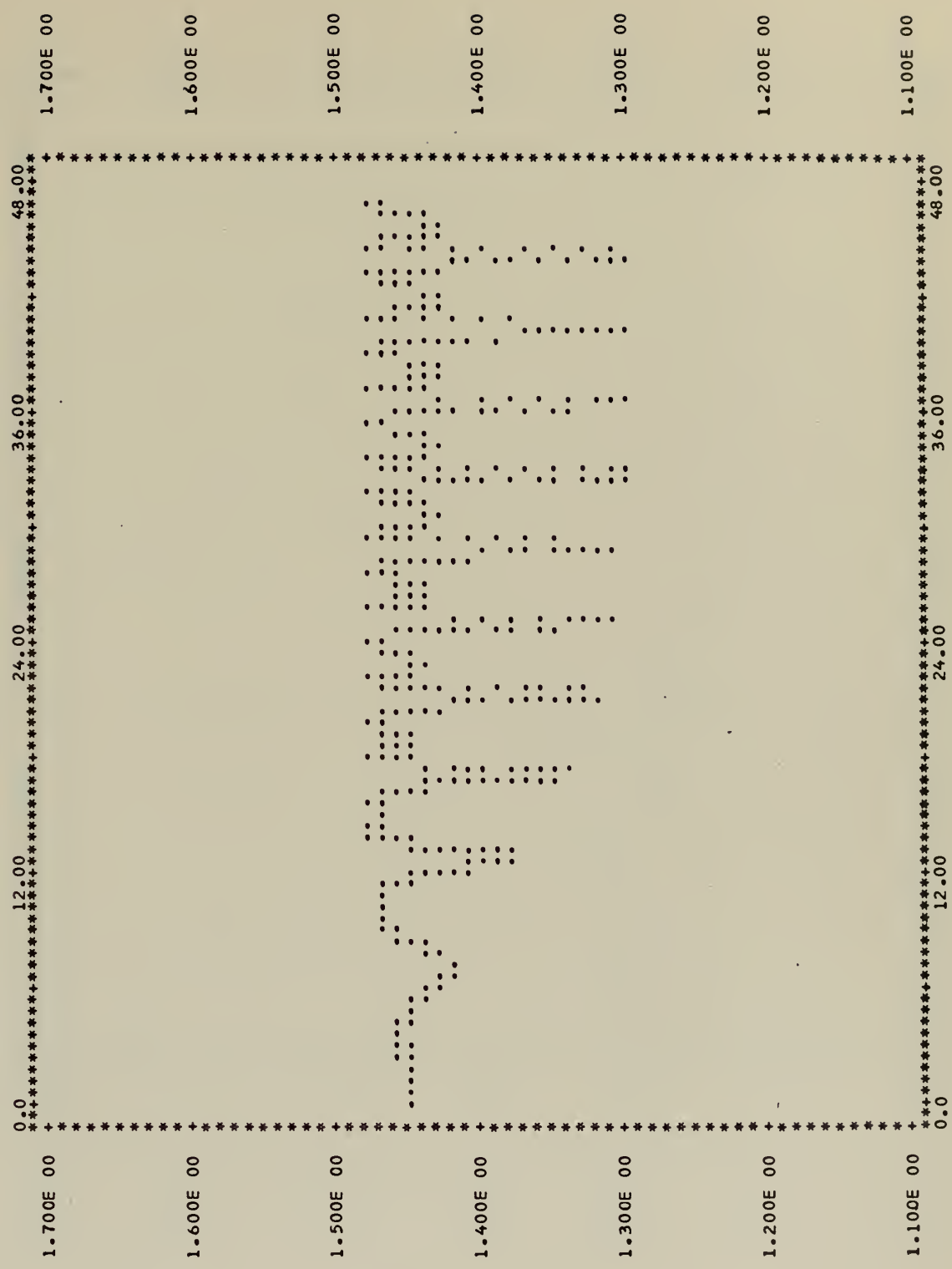
RESULTANT AIRCRAFT VELOCITY(KTS.) VS. TIME



AIRCRAFT AOA VS. TIME



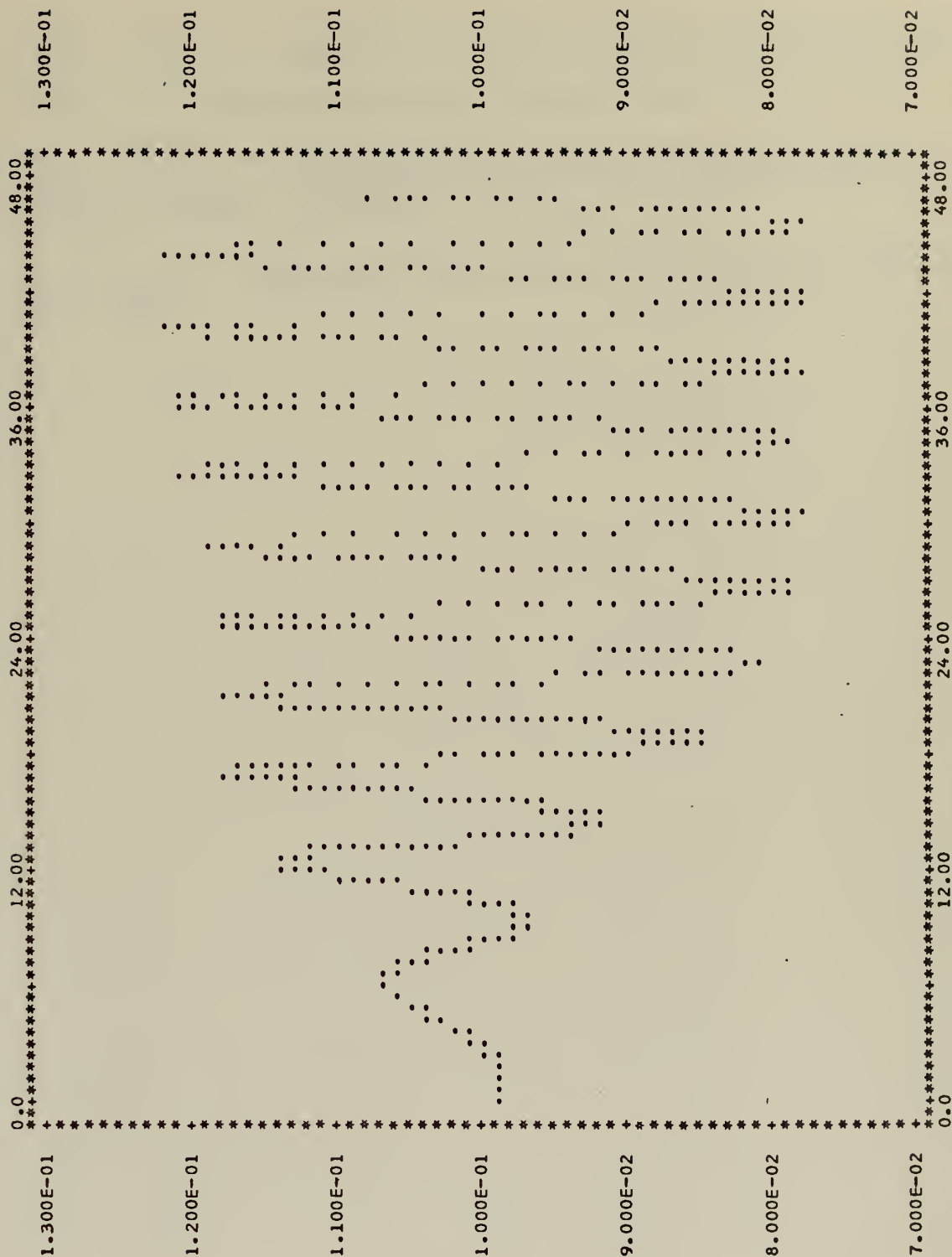
AIRCRAFT CL VS. TIME



AIRCRAFT CL-* (BASED ON NORMAL FLIGHT PATH ACCEL.) VS. TIME



THETA VS. TIME



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13. ABSTRACT <p>The longitudinal stability of an aircraft at or near stall was examined using the digital computer as an experimental tool to solve the longitudinal equations of motion. A linear analysis determined the effect of lift curve slope variation. An investigation was made to identify the nonlinear lift curve variations needed to create the often observed "rocking-chair" or "porpoising" stall trait. The characteristics of this limit-cycle oscillation were examined.</p>			

KEY WORDS	LINK A		LINK B		LINK C	
	ROLE	WT	ROLE	WT	ROLE	WT
Dynamic stability						
Stall						
Limit cycle						

Thesis

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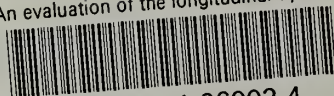
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